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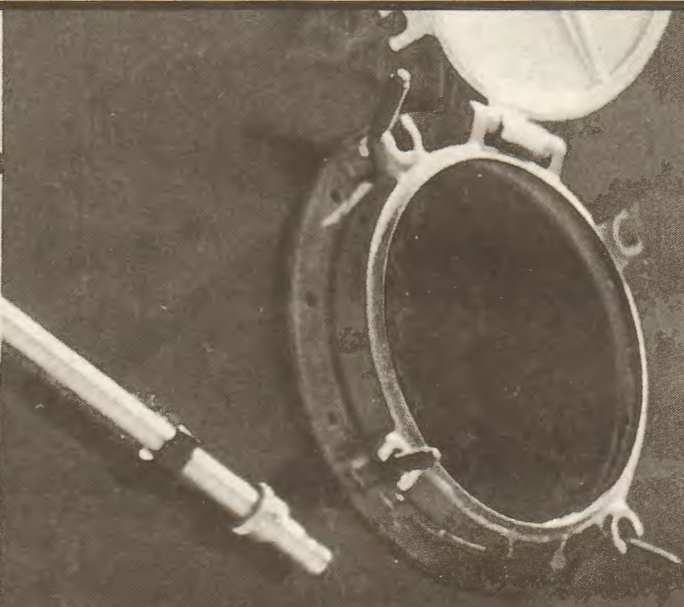
June 1999

Seafarers Log

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



SIU President Michael Sacco displays the fire helmet he received from Paul Hall Center Health and Safety Director Jim Hanson during the opening celebration.



The newest campus of the Paul Hall Center for Maritime Training and Education—the Joseph Sacco Fire Fighting and Safety School—opened May 18. The facility provides Seafarers a central location within minutes of Piney Point to upgrade their skills in damage control, search-and-rescue, water survival and first aid as well as fire fighting. RIGHT: ITF General Secretary David Cockroft lights the eternal flame which will blaze in memory of the late SIU executive vice president, Joseph Sacco.



World-Class Fire Fighting School Opens for Business



New jackets and boots hang ready for the first class of fire fighting upgraders.



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The centerpiece of the school is the three-story burn building. Judy Sacco, Joe Sacco's widow, christens the structure as the *Eternal Flame*. She is assisted by Recertified Steward Carl Poggioli, who won the contest to name the building.

Hundreds of Seafarers, maritime industry representatives, government officials and members of the U.S. armed forces witness the opening ceremonies for the Joseph Sacco Fire Fighting and Safety School. The standing room-only crowd then toured the state-of-the-art facility.



President's Report

What a Week

Two major events took place last month in the same week that allowed the SIU and the whole U.S.-flag maritime industry to look with pride at our past while envisioning a bright and shining future.



Michael Sacco

Those two events were the opening of the Joseph Sacco Fire Fighting and Safety School and the observance of Maritime Memorial Day.

On both days, we took the time to remember what it took and who allowed us to get to where we are today. But, we also took the opportunity to look ahead and see what new and exciting challenges lay before us.

The opening of the fire fighting school had long been a dream of my brother and the many others who have worked through the years to make the Paul Hall Center for Maritime Training and Education the best facility for preparing men and women to become merchant mariners, as well as for upgraders to learn more about their trade and improve themselves.

Many of us remember those long bus rides to Earle, N.J. Getting up in what seemed like the middle of the night, the trip alone made you feel as if you already had worked a full day even before the training began.

Now, we have this beautiful, world-class facility in viewing distance of the center's main campus in Piney Point. This school is designed to train merchant mariners now and well into the future on how to battle blazes, conduct search-and-rescue missions, execute water survival techniques, perform damage control operations and so much more.

Besides having all that in one spot, the school has plenty of room to grow. When plans call for a different type of training to meet the needs of mariners, the school—just like the Paul Hall Center has done since it opened in 1967—can adjust and offer those classes.

The Joseph Sacco Fire Fighting and Safety School is one of a kind, and it is here for Seafarers to use.

Then, just two days later, the nation's capital paid its respect to the men and women of the U.S. merchant marine who gave their lives to protect the freedoms we enjoy today.

Three separate ceremonies took place in Washington, D.C. Legislators, military officers, maritime industry representatives and union officials recalled past achievements and honored those who went before.

However, there was a twist this year. All the speakers at the services additionally declared the best way for America to honor its past merchant mariners is to make sure the nation retains a strong U.S.-flag fleet in the future.

From Transportation Secretary Slater to Navy Undersecretary Hultin to MSC Commander Holder and the other speakers came commitments to continue the U.S.-flag maritime revitalization program that has taken place throughout the 1990s.

All stated America needs U.S.-built, U.S.-crewed vessels to be ready in case of war or national emergency. By doing so, the country will provide the ultimate tribute to the merchant mariners who have served the United States so ably for more than 200 years.

We, in the SIU, know how bright the future is.

Seafarers have been crewing the latest vessels to come out of American yards—from tankers to repositioning ships to tugboats. Seafarers will be climbing the gangways to the new Hawaiian cruise ships and the smaller coastal passenger vessels when they begin service shortly after the turn of the century. Seafarers across the country have been shipping out of new halls closer to where they catch their vessels.

And there is more to come.

Yes, it is important to remember where we came from. The opening of Joseph Sacco Fire Fighting and Safety School and Maritime Memorial Day gave us that opportunity.

But, what a future the SIU and the whole U.S.-flag fleet has. It is exciting to realize where we are heading.

We will continue doing our part to make sure Seafarers are ready for the challenge.

New Legislation Targets 'Saipan Scam'

SIU Joins Coalition to Restore Integrity of 'Made in USA' Label

The Take Pride in America Coalition, which includes the Seafarers, recently applauded new bipartisan legislation aimed at stopping abuses by foreign-owned sweatshop factories in the U.S. Commonwealth of the Northern Mariana Islands (CNMI or Saipan).

The Washington, D.C.-based coalition includes trade unions, businesses, consumer groups and human rights organizations. It aggressively is publicizing the reform bills through an internet campaign (see www.takepride.org) and other resources.

A dozen SIU members formed part of the crowd of approximately 100 supporters at a Capitol Hill press conference April 30 announcing the bipartisan bills in both the U.S. House and Senate. The legislation was introduced by Reps. Bob Franks (R-N.J.) and John Dingell (D-Mich.) and Senators Spencer Abraham (R-Mich.) and Fritz Hollings (D-S.C.).

These bills, each titled the Made in USA Label Defense Act, would close loopholes in current U.S. law that provide incentives to foreign interests and others in Saipan to build and maintain what numerous witnesses say are oppressive sweatshops.

Specifically, the bills would protect U.S. consumers, taxpayers and workers by forbidding Saipan from labeling its foreign-made products as "Made in USA," and by no longer allowing Saipan to escape paying more than \$200 million per year in import duties



SIU members join AFL-CIO Union Label & Service Trades Dept. President Charles Mercer (sixth from right) in applauding the recent announcement of new legislation designed to stop Saipan sweatshops from using the Made in USA label.

on the foreign-made products it exports to the U.S.

"The bipartisan and bicameral launch for Saipan reform legislation by this diverse and powerful team of legislators sends a strong signal to the Congress and to the American people that the time has come to stop the Saipan scam," said Charles E. Mercer, president of the AFL-CIO Union Label & Service Trades Department. "Previous efforts at reform have repeatedly been undercut by entrenched special interests. But the courageous leadership of these congressmen and senators will help break the legislative logjam for the benefit of consumers, taxpayers and working men and women across the nation."

"It's wrong for Congress and the American people to stand back and do nothing when CNMI has been converted into a satellite for the Communist-dominated Chinese garment industry," stated Rep. Franks. "It is deceptive and misleading to American consumers to allow the words 'USA' to appear anywhere on products made by

foreign workers, in foreign-owned factories with foreign materials.

"We've given the Chinese a backdoor entrance into the duty-free market," he added. "By setting up shop in CNMI, the Chinese clothing manufacturers are escaping the import duties and quotas that America imposes on goods manufactured in mainland China."

Senator Abraham noted, "The time has come to say enough is enough. We should no longer accept a situation where foreign companies simply move their operations to a U.S. possession for the sole purpose of avoiding quotas, duties and tariffs that would apply to their products if they continued to operate out of their own country."

"Plain and simple, we are here today because we want to restore the integrity of the Made in USA label," Rep. Dingell said. "When you think of Made in USA, images of indentured Chinese workers making below minimum wage in abusive Chinese factories don't usually come to mind. It is an insult to American consumers and a rip-off of the American taxpayer."



TOP PHOTO: Carlos Moore, an official from the American Textile Manufacturers Institute, weighs in on the Made in USA Label Defense Act.

RIGHT: Reporters, Seafarers and other attendees at the April 30 press conference in Washington, D.C. hear about some workers in Saipan who live in wire-enclosed, rat-infested and unsanitary housing facilities and who have been forced to sign contracts requiring that they follow Chinese law, even in the U.S. territory.

Scholarship Committee Selects 7 Winners

The Seafarers Welfare Plan has announced this year's SIU scholarship recipients. Selected by a panel of professional educators last month were three Seafarers and four dependents of SIU members. Since the inception of the program in 1953, 269 have been awarded.

Laura L. Cates, a recertified steward, was awarded a \$15,000 scholarship. Presently sailing aboard an LNG vessel, she will return in time to start classes at Tacoma (Wash.) Community College in the fall. She is considering a career in criminal justice.

Deep sea members Matthew L. Dunn and Dorothea L. Hoffman, also from Washington state, were each awarded \$6,000 to continue their college education.

Dunn, an AB, plans to complete a two-year paralegal program at Edmonds (Wash.) Community College. Hoffman, a 10-year veteran of the SIU, already has a degree in graphic arts. The deck department member has decided to fine-tune her computer and graphic arts skills at Green River Community College in Auburn, Wash.

Four graduating high school seniors were selected to receive the \$15,000, four-year scholarships for

dependents of SIU members. They are Thomas G. Anderl, son of AB Kenneth Anderl; Carla L. Longanecker, daughter of inland member Lewis Longanecker; Keisla Passapera, daughter of AB Angel Passapera; and L. John Vassalotti, stepson of inland member Dannie Card Sr.

For a more in-depth look at each of the scholarship winners, see page 9.

This year's selection committee, meeting in San Diego, was appointed by the Board of Trustees of the Seafarers Welfare Plan.

The panel was comprised of the following scholars and academicians: Father David A. Boileau, Ph.D., Loyola University; and Dr. Charles D. O'Connell Jr., University of Chicago.

Also on the scholarship selection committee were Dr. Gayle A. Olson, University of New Orleans; Dr. Keith Schlender, Medical College of Ohio, Dr. Henry Toutain of Gustavus Adolphus College in Minnesota and Dr. Trevor Carpenter, Charles County (Md.) Community College.

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First-Class Fire Fighting School Opens

Facility Is Major Addition for Paul Hall Center

SIU members and representatives from throughout the U.S. maritime industry celebrated the ceremonial opening of the Joseph Sacco Fire Fighting and Safety School on May 18 in Valley Lee, Md.

The high-tech facility, part of the Paul Hall Center for Maritime Training and Education, is by all estimates an enormous boon for mariner safety training. Specifically built to simulate different types of shipboard blazes and other marine mishaps, it features the latest equipment.

"This is a modern, unique, convenient school designed exactly for merchant mariners," said SIU President Michael Sacco. "The number one requirement for mariners these days is safety training, including fire fighting. With that in mind, this school's value is very apparent."

A distinguished array of guest speakers and an audience of approximately 250 people joined in the ceremonial opening, which took place on a picture-perfect afternoon. Among those commending the new school—named in memory of the late SIU

executive vice president who passed away in 1996—were U.S. Coast Guard Vice Admiral James Card; U.S. Navy Rear Admiral Gordon Holder, commander of the U.S. Military Sealift Command; U.S. Maritime Administrator Clyde Hart; Maryland State Senator Roy Dyson; American Council on Education Director Jo Ann Robinson; and International Transport Workers' Federation (ITF) General Secretary David Cockroft.

Jim Hanson, director of health and safety at the Paul Hall Center and a key figure in determining, implementing and fine-tuning the fire fighting school's features, also addressed the crowd.

"So many people deserve credit for this school. But we shouldn't overlook the leadership of Mike Sacco in making this dream a reality," Hanson stated.

Afterward, he described the value of the school for Seafarers. "It's not only a fire fighting school, but also a facility for water survival training, damage control and confined-space safety training. And we control the types of fires, instead of depending on another facility that's geared toward land-based fire fighting."

For SIU members who in years past traveled as far as Earle, N.J. for fire fighting classes administered by the Paul Hall Center, that is welcome news.

"This is a far cry from New Jersey," observed QMED Sheldon Greenberg, who joined the SIU 21 years ago in Jacksonville, Fla. "I still remember the bus trips and pulling over for those boxed meals. This [new school] is something else, and I'm glad I was here for this."

The Joseph Sacco Fire Fighting and Safety School features a "burn building" designed like a vessel (and named the *Eternal Flame*); a maze building with moveable partitions also patterned after ships; a water survival training facility; classrooms including computers and television monitors for reviewing videotaped drills; a damage control room with water flow and a recessed floor; a compressor room where students will learn to take air samples and service compressors; an area where upgraders will practice using and refilling portable fire extinguishers; outdoor pads connected to propane lines, and more. It is a hygienically safe facility.

"Without a doubt, this is one of the most well-equipped facilities in the world," said the ITF's Cockroft. "The SIU should feel justifiably proud."



"You don't do something like this if you don't believe in your future," SIU President Michael Sacco tells the crowd at the fire fighting school's ceremonial opening May 18.

For additional coverage of the opening of the Joseph Sacco Fire Fighting and Safety School, see pages 13-16.

Board Focuses On STCW Assessments, Verifying Training



Paul Hall Center VP Don Nolan (top photo) welcomes participants to the advisory board meeting last month in Piney Point, Md.



The Paul Hall Center for Maritime Training and Education's deep sea and inland advisory board examined a typically broad range of industry topics last month during its 32nd annual meeting in Piney Point, Md.

Among the key points addressed during the two-day conference were a reopening of the Coast Guard's relaxed assessment period for meeting the requirements of STCW Chapter VI; and establishment of a cooperative joint auditing team that annually will review the center's training-records database.

The meeting took place May 18-19, coinciding with the ceremonial opening of the Joseph Sacco Fire Fighting and Safety School.

Representatives of SIU-contracted deep sea, Great Lakes and inland companies; the Coast Guard and its National Maritime Center (NMC); the U.S. Maritime Administration; the U.S. Military Sealift Command; the National Transportation Safety Board; the American Council on Education

(ACE); the SIU and the Paul Hall Center took part in the conference, designed to meet the industry's constantly changing needs.

In addition to discussing the relaxed assessment and forming the auditing team, the group continued refining unlicensed apprentice programs for inland and Great Lakes Seafarers; reviewed the work during the past year of the Coast Guard's Merchant Marine Personnel Advisory Committee (MERPAC); agreed to continue upgrading the center's simulators; checked the structure and functions of the NMC; sampled the content of the Coast Guard's new STCW web site (located at <http://www.uscg.mil/stcw/>); considered the ongoing effort to establish physical standards for mariners; and revisited a long list of noteworthy accomplishments during the previous 12 months stemming at least in part from the advisory board's 1998 workshop.

Deadline Extension

Perhaps of most immediate

Continued on page 5



SIU member Carl Poggioli (left) won a contest to name the burn building. For his leading entry (the *Eternal Flame*), the recertified steward received a ship's wheel and helped christen the facility.



Water survival training is one of many types of safety schooling available for Seafarers at the new campus, part of the Paul Hall Center.

Calian Updates Timeline for New Passenger Ships

Members of the Washington, D.C. Propeller Club found out how soon the U.S.-flag passenger fleet will expand when American Classic Voyages President and CEO Philip Calian addressed the group on April 27.

Calian told the audience that the first of five 225-passenger diesel-driven "coastal vessels" should be ready for service in early 2001 while the initial of two 1,900-passenger cruise ships should be operating around the Hawaiian Islands by 2003.

Seafarers will crew this new fleet of U.S.-built, U.S.-flag vessels. American Classic Voyages subsidiary Delta Queen Steamboat Co. will operate the five smaller ships. They will sail along the Atlantic Coast as well as the Pacific Northwest and northern California. SIU members already work aboard the company's *Delta Queen*, *Mississippi Queen* and *American Queen* steamboats, which sail in the Mississippi River and its tributaries.

The other subsidiary, American Hawaii Cruises, runs the *SS Independence* out of Honolulu on seven-day voyages around the islands. Seafarers have crewed this vessel since it returned to operations in 1980.

The head of American Classic Voyages noted all responses to the new bottoms have been positive. He said the company undertook the expansion to ensure the U.S.-flag would be part of the growing cruise industry. He added the U.S.-flag industry, maritime labor and the government all worked together during the last couple of years to make the effort possible.

"We believe that the best defense to criticism of the Passenger Vessel Services Act, the Jones Act and other criticisms that occur from day to day—especially in Washington—is to build new ships and expand the U.S.-flag fleet," stated Calian.

"We're doing just that. We will continue to do our part to preserve and grow the U.S.-flag



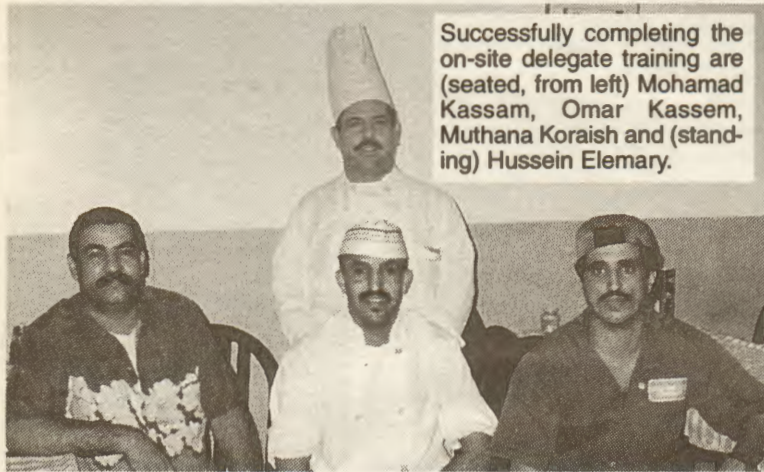
Philip Calian, president and CEO of American Classic Voyages, tells the Washington, D.C. Propeller Club the first of five coastal cruise vessels will be sailing in early 2001 while the initial new ship for Hawaii will be operational in 2003.

cruise industry."

Joining Calian at the Capitol Hill luncheon was Lawrence J. Cavaola, vice president of government operations and strategic development for Litton Ingalls Shipbuilding, a union-contracted shipyard which will construct the two deep sea passenger vessels. He laid out the building timeline for the two cruise ships, the first to come out of a U.S. yard in more than 40 years.

Please be advised that SIU headquarters and all SIU hiring halls will be closed on Monday, July 5, 1999 (unless an emergency arises) for the observance of Independence Day. Normal business hours will resume the following workday.

Seafarers Complete Delegate Training On SS Independence



Successfully completing the on-site delegate training are (seated, from left) Mohamad Kassam, Omar Kassem, Muthana Koraish and (standing) Hussein Elemary.

Dozens of Seafarers who crew the *SS Independence* recently completed union delegate training aboard the American Hawaii Cruises passenger vessel.

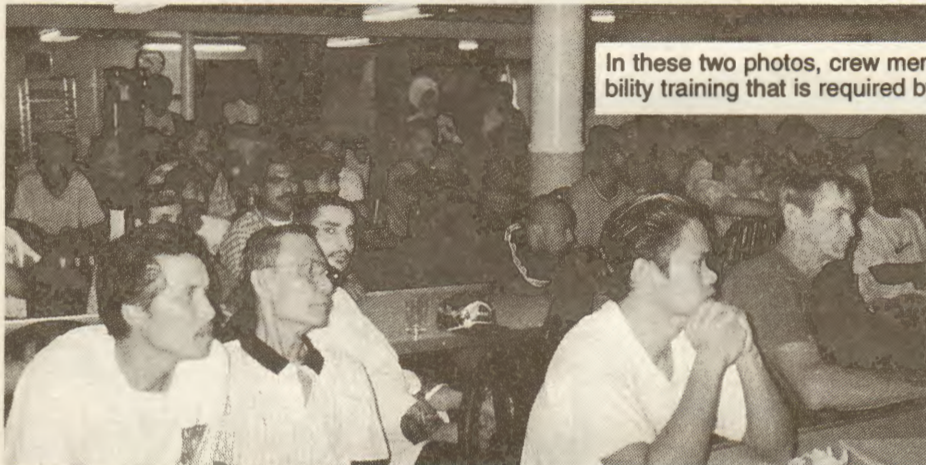
The two-day workshops took place in late March and were conducted by SIU Vice President West Coast Nick Marrone and SIU Hawaii Port Agent Neil Dietz.

Participants examined numerous topics, including social responsibility; identifying and handling grievances; effectively communicating with fellow union members, union officials and company personnel; the general structure and function of the labor movement; and much more.

Each participant also received a site-specific training manual crafted by Marrone and Dietz.



Among the union delegates participating in the two-day program are (seated, from left) Greg Cudal, Jim Netzel, Mike Zoabi, (standing) Kevin Smith, Joel Pfister, John Stringer, Peter DePierro, SIU VP Nick Marrone, Brandy O'Hara and Kevin Manning.



In these two photos, crew members take part in social responsibility training that is required by the 1995 STCW amendments.



ILA Hails Sea-Land/Maersk Decision To Keep Hub in Port of New York

Officials from the International Longshoremen's Association (ILA) welcomed the announcement last month by Sea-Land Service, Inc. and Maersk Line, Inc. to keep the companies' joint northeastern deep-water hub in the Port of New York and New Jersey.

That decision will help maintain an estimated 25,000 maritime-related jobs in the New York area, including those of approximately 1,000 ILA members, noted ILA President John Bowers.

Bowers and other ILA officials commended New Jersey Governor Christine Todd Whitman (R), U.S. Rep. Robert Menendez (D-N.J.) and others for their respective efforts in securing what is believed to be at least a 25-year agreement with Sea-Land and Maersk.

The lease calls for various upgrades at the port, financed in part through \$120 million in state funds that were added fairly late in the negotiations.

The companies—which share vessels, contain-

ers, terminals and other assets—had been considering competing bids from the Port of Baltimore and the Port of Halifax, Nova Scotia, respectively, to relocate much of their northeastern waterborne commerce (consisting of about 750,000 shipping containers annually).

In a joint statement, Maersk and Sea-Land credited those ports for submitting "very comprehensive and competitive proposals. These are outstanding ports."

Maryland Governor Parris Glendening (D) indicated that Baltimore's bid—which included an offer to construct a \$200 million, 330-acre marine terminal—brought positive exposure for the port.

"We showcased the Port of Baltimore to an international maritime audience, and that audience clearly liked what it saw," the governor said. "Our strong showing ... will yield dynamic new opportunities in the future for new business and new jobs."

Apprentice Earns GED



SIU President Michael Sacco (left) congratulates Unlicensed Apprentice Timothy Bixby for successfully completing the work required to earn his high school equivalency diploma. Bixby thanked the staff of the Paul Hall Center when he spoke after receiving his GED during the May membership meeting in Piney Point, Md.

Finding the Union Label

SIU Active at AFL-CIO Union Industries Show

The SIU and its affiliate union the United Industrial Workers, along with the Paul Hall Center for Maritime Training and Education, took part in the 62nd annual AFL-CIO Union Industries Show, conducted this year in Atlantic City May 14-17.

Sponsored by the AFL-CIO Union Label & Service Trades Department, the yearly event showcases the quality and variety of union-made, American-made goods and services.

Tens of thousands of visitors turned out for the show at the New Atlantic City Convention Center. Altogether, the free program featured more than 300 unions and companies with union-represented employees, plus giveaways of many of the

union-made goods that are on display—big-ticket items, small-ticket items, and those in between.

"The show is considered by many as the largest job fair in the country," noted the national federation of trade unions in publicizing the exhibition. "For young people, in particular, the show is regarded as a prime place to get a firsthand look at the wide range of good jobs available for those who prepare for them."

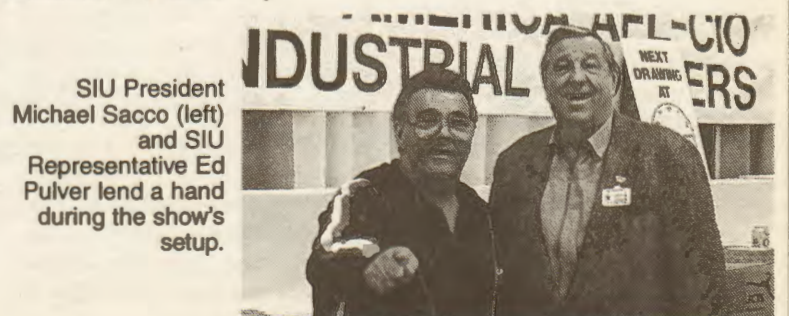
Along those lines, the Paul Hall Center operated a booth at the four-day affair, featuring detailed information about the school and its various curriculums, including the unlicensed apprentice program.



Providing facts about the Paul Hall Center's entry-level training, upgrading courses and academic classes are Bart Rogers (left), school rep., and Leo Bonser, SIU headquarters rep.



Visitors crowd the SIU-UIW booth at the AFL-CIO Union Industries Show last month in Atlantic City.



SIU President Michael Sacco (left) and SIU Representative Ed Pulver lend a hand during the show's setup.

Propeller Club Honors Rep. Young



The Congress' only member to hold a merchant mariner's license, U.S. Rep. Don Young (R-Alaska), was honored for his many years of service and support for the American-flag fleet by the U.S. Propeller Club in late April. Posing with the congressman (center) and his wife, Lu, during the ceremony are Robert McMillen (left), co-chairman and CEO of Saltchuk Resources (which includes SIU-contracted TOTE), and SIU President Michael Sacco.

Board Told Relaxed Assessment Extended

Continued from page 3

interest to SIU members, the Coast Guard confirmed during last month's meeting that the deadline for relaxed assessment of the requirements of STCW Chapter VI: Basic Safety Training has been extended through the end of this year.

All indications are that this will be the final such extension.

This announcement means SIU members may continue utilizing a relatively convenient method of meeting some of the Chapter VI requirements. They may demonstrate certain proficiencies listed in the chapter and then have a qualified assessor verify their performance. Such verification is valid for five years.

The only other way to meet the Chapter VI requirements (the tables for which are found on pages 47-52 of the SIU's training record book) is by successfully completing Coast Guard-approved courses.

Chapter VI requires documentation of training and assessment for personal survival techniques, fire fighting and fire prevention, elementary first aid and personal safety/social responsibilities.

The extension has one proviso: Assessments must be conducted according to MERPAC's standards for basic safety training. With that in mind, the advisory board reviewed in detail those standards.

Verifying Records

On another important subject, the working group on auditing procedures presented results of the most recent audits of the Paul Hall Center's training-records database. Such reviews are required to verify mariner training according to STCW and ISM guidelines. The school has been audited by the Coast Guard, contracted companies, ACE, the state of Maryland and others.

John Torgersen of Det Norske Veritas reported that a 1998 review found 99 percent accuracy in the center's system when the school possesses the information about a mariner's training. "However, we need a better method of getting information into the database," he said.

Torgersen pointed out there have been instances when a com-

pany has had proof of a given certification, but that information wasn't relayed to the school.

Further illustrating this issue's challenges, J.C. Wiegman, assistant director for vocational education at the center, noted that the school also has uncovered legitimate but non-applicable certifications received by mariners. "The company and the mariner may have information regarding the certification, but it may not be for a Coast Guard-approved course, and it may not meet certain other requirements," he explained.

Ultimately, the board chartered a rotating, volunteer audit team designed to avoid duplicating work and to provide some continuity while equitably sharing the workload. (Some of the members will serve two-year terms, others one-year assignments.)

That team will conduct an annual audit and report its findings at the following meeting of the advisory board.

Many Accomplishments

Representatives of the union and the school specified various achievements since last year's meeting.

They include the construction of the fire fighting school; installation of new radar equipment; establishment of entry training programs for inland and Lakes mariners; production by the school of numerous study guides and ship-specific videotapes; approval by the Coast Guard for nine classes (either new approvals or renewals) including STCW basic safety and tanker familiarization; and approval by MSC of the school's damage control and anti-terrorism training.

Other accomplishments included continuation of off-campus, company-specific training provided by the school; "train the trainer" certifications earned by 35 Paul Hall Center instructors; Coast Guard certification of the training vessel *Osprey* (used for deck department and safety training); internet access throughout the school; new and upgraded computer equipment at the Paul Hall Memorial Library; ACE approval of the school's curricula and certification of some of them for continuing education

credits; securing ACE as a "quality standard system" reviewer, as required by the 1995 STCW amendments; restructuring steward department classes to allow more flexible scheduling; and more.

Leon Hess Dies at 85

The Seafarers International Union lost a longtime friend with the death last month of Leon Hess. He was 85.

Hess began working for his father during the Depression, driving a 625-gallon truck delivering home heating oil. He eventually reorganized the bankrupt business into a major petroleum company, Amerada Hess Corporation.

SIU-crewed integrated tug/barges (ITBs) operated by Sheridan Transportation Corp. are part of a wholly owned subsidiary of the company created by Hess. The Sheridan vessels included the *ITBs Baltimore, Groton, Jacksonville, Mobile, New York* and *Philadelphia*.

During World War II, Hess served as petroleum supply officer for General George S. Patton, providing fuel for Patton's successful tank attacks. After the war, he built his own centralized storage systems. By the 1950s, the first Hess refinery had been built. That was followed by a chain of Hess gasoline stations in 1960, which went public in 1963. He expanded his business with the takeover of the Amerada Petroleum Corporation in 1969 and built what was then the world's largest oil refinery on St. Croix in the United States Virgin Islands. He ran the company as chairman and CEO until 1995, at which time his son, John B. Hess, took charge of the company (although the son no longer owns it). He continued on as a company official.

But there was more to the man than his financial success. Hess was a great philanthropist. When Hurricane Hugo leveled much of St. Croix in 1989, Hess paid to rebuild not only his refinery, but also the island's schools, which he believed were more important.

Perhaps Hess was best known as the sole owner of the New York Jets football team.

He is survived by his wife, Norma; two daughters, Marlene Hess and Connie Williams; his son, John; and seven grandchildren.

WWII Discharges Finally Processed

Puzzling Change Had Delayed Issuance of Documents

After a mysterious delay, eligible merchant marine veterans finally are receiving honorable discharges certifying them as World War II veterans.

Some of the mariners who applied for recognition under the Veterans' Benefits Enhancement Act (an SIU-supported measure signed into law late last year) began receiving their discharges in mid-May. It is expected that the rest will receive theirs in the very near future.

Many of the applicants were confused and upset by the largely unexplained lag in processing the applications—particularly when they received their own canceled checks for the application fee, but no discharges.

Inquiries by officials from the American Merchant Marine Veterans (AMMV) revealed the

hang-up: an unauthorized, one-word change in legislative language for which no one claimed responsibility. This alteration apparently took place sometime after the House and Senate unanimously approved the bill last year, but before it was signed by President Clinton.

According to the AMMV and Capitol Hill news reports, someone changed the term "honorable discharge"—which appeared in the original Senate bill five times—to read "honorable certificate." Moreover, that person or group reportedly did so without the knowledge or approval of key members of Congress.

Joe Katusa, national volunteer chairman of the Merchant Mariners Fairness Committee (which led the fight to secure passage of the bill), credited Senate

Majority Leader Trent Lott (R-Miss.) for helping resolve the controversy. Lott wrote the initial bill and gained broad bipartisan support for it.

"The upshot is that eligible applicants are receiving honorable discharges, which was the original intent of the bill," said Katusa.

The Veterans' Benefits Enhancement Act extends veterans' status to U.S. mariners who sailed during the period between August 16, 1945 and December 31, 1946 (the date cited by President Harry Truman and the U.S. Congress as the official end of the war). Previously, those individuals had been denied such recognition, even though people who entered the armed services during that same time were awarded war veterans' status.

All Saved as Fire Engulfs Cruise Ship

Authorities continue to deal with a growing oil slick created when a 700-foot Bahamian-registered passenger ship burned and sank on May 20 in the busy shipping lanes of the Strait of Malacca between Malaysia and Sumatra.

The *Sun Vista* went down without loss of life after all 1,093 passengers and crew members were evacuated. However, details of the evacuation as well as the efforts to combat the fire were still being questioned as the *Seafarers LOG* went to press.

News reports stated a fire broke out in the engine room of the 36-year-old *Sun Vista* around 2:30 p.m. on May 20. Passengers said they began seeing and smelling smoke soon thereafter. Some recalled hearing fellow passengers ask the captain if everything was under control and being assured it was, even though some of the crew had donned life jackets.

The captain called for outside help around 6 p.m. and gave the abandon ship signal. Passengers and crew dispersed to the 18 lifeboats and four life rafts. Many newspaper articles from around the world quoted passengers saying that crew members were as panicked as they were.

Several statements were given that lifeboats were overcrowded and poorly stocked with motors that did not work. One report noted a lifeboat had trouble being properly lowered, while others told of dif-

ficulties pushing the rescue crafts away from the ship which, in turn, delayed the launch of waiting lifeboats.

Many passengers—including Americans, Canadians, Britons, Indians, Japanese and Russians—told reporters they thought they were on their own version of the *Titanic*, which sank on its maiden voyage in 1912, taking 1,500 lives as it went down. A group of Australians even sang the theme from the movie "Titanic" as they drifted from the sinking *Sun Vista*.

The *Titanic* theme carried to the ship's captain, who told investigators he used the movie to alert the crew, composed of 26 nationalities, of the dangers of working at sea.

In an Associated Press (AP) report, Captain Sven Bertil Hartzell of Sweden stated his crew was not very attentive during weekly training sessions, so he showed the film. "But after they had seen the movie, all of them suddenly became very attentive and followed instructions carefully," Hartzell told the AP.

Yet, passengers reported crew members literally dove into already overcrowded lifeboats following the abandon ship signal.

The *Sun Vista* was returning to its home port of Singapore on its regular six-day cruise schedule. The cause of the fire is still being investigated.

Following 6-Year Wage Freeze, Steelworkers Want to Share In Va. Shipyard's Profitable Times

Thousands of members of the United Steelworkers of America (USWA) remained on strike at Newport News (Va.) Shipbuilding late last month, even as the two sides negotiated for the first time since the job action began April 5.

Meeting on May 24 under the supervision of the Federal Mediation and Conciliation Service in Hampton, Va., the union and the shipyard apparently made little headway in resolving the dispute, which centers on wages and pension benefits.

"I don't think the company has any intention of trying to bargain in good faith," said Arnold Outlaw, president of USWA Local 8888, which represents 9,200 employees at the yard. "I think they are trying to break the spirit of the union."

The USWA points out that—in response to the company's claims of financial distress—its members went six years without a raise and made other concessions.

If they accepted the shipyard's contract offer, "it would barely bring compensation back to 1993 levels [in terms of purchasing power], even if the company's entire wage offer were paid up front instead of spread out over four years."

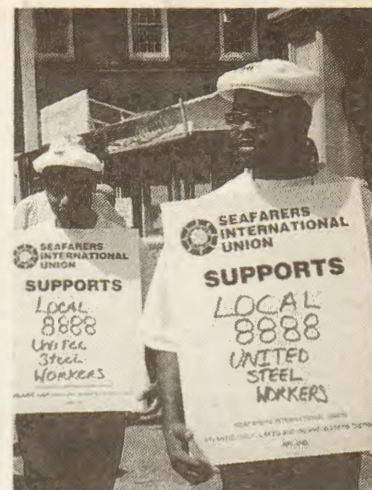
The union also described Newport News Shipbuilding as having "the worst pensions in the industry," and pointed out the company proposes to reduce employee medical coverage.

Meanwhile, the yard last year made profits of \$66 million. In the first quarter of 1999, it reported a 13-percent increase in profits compared to 1998.

"While wages at Newport News Shipbuilding have been frozen, hourly earnings in the shipbuilding industry have increased by 13.2 percent," said the USWA in a release. "And the total compensation of Newport News Shipbuilding's CEO, William Fricks, increased by 256.8 percent, excluding stock



SIU members demonstrate their support for striking Steelworkers at Newport News (Va.) Shipbuilding.



Chief Cook Darryl Jackson (left) and OMU Keith McIntosh weigh in with their backing for brother and sister trade unionists from USWA Local 8888.

options."

During last month's negotiations, the USWA offered to reduce its previous demand for wages by 25 percent, to an across-the-board increase of \$3.70 per hour through 36 months. The union noted that the average worker is paid about \$13.50 per hour by the shipyard "for some of the most difficult and technically complex work imaginable, including the installation and refueling of nuclear reactors."

The shipyard said it would review the union's proposal, but a Newport News spokesperson described the company's reaction as "disappointed."

One union member who has worked at the shipyard for 11 years told the Associated Press that the employees deserve a fair

contract. The workers "have given up a lot in the past. It's time they (shipyard officials) give us something," stated Laverne Kenon, according to the wire service.

Seafarers from that region have marched and rallied with the striking Steelworkers outside the shipyard gates.



Meeting at the Steelworkers hall before a recent rally are SIU members (from left) AB James McCarthy, AB Butch Austin, Bosun Kevin Gatling, Recertified Bosun Nate Leary, OMU Hugh Woods, Chief Cook Darryl Jackson, SA Avis Hawkins, SA Bridgette McIntosh, Recertified Steward Gualberto Mirador, AB Gary White and Retiree Tony DeBoissiere.

West Coast Remembrance



Retired SIU Vice President West Coast George McCartney carries a wreath aboard the Liberty ship *Jeremiah O'Brien* during the vessel's annual memorial cruise in San Francisco Bay on May 15. McCartney represented the SIU during the service.

Nat'l Maritime Day Memorials Remember Past, Focus on Future

Continued from page 28

for Maritime Training and Education while in Piney Point, Md. He came across the memorial in the Paul Hall Library dedicated to the Seafarers who lost their lives during World War II. After reviewing the names, he equated it to the listing of the sailors who went down aboard the *USS Arizona* in Pearl Harbor on December 7, 1941, as Americans willing to do what was necessary for their country.

"No lack of volunteers, no questions about will they go as

they sailed into harm's way. We should remember all of our heroes in dungarees who served during that war—the world war—the thing we call a conflict in Korea, the thing we call the Vietnam conflict. We should remember them always, and we should always—on a day like today especially—pay special honor.

"We should pay special tribute to their brothers and sisters who sail the oceans today because their proud traditions are what carry on for us. They continue to deliver for us today," Holder stated.



Transportation Secretary Rodney Slater welcomes unlicensed apprentices to the MarAd ceremony. From the left are Lane Schroeder, Bobby Ellis, Demichael Dews, Ray Lewis and Jarian Hutchison.

National Maritime Memorial Day Proclamation

May 21, 1999

The history of the United States has always been linked to the sea. For more than two centuries, American ships and crews have made enormous contributions to the strength of our economy, the security of our shores and the success of our efforts to create a more peaceful, prosperous world.

Today's U.S. Merchant Marine is building on that rich maritime heritage. Our commercial ships and marine infrastructure—and the dedicated men and women who are part of our maritime industry and U.S. Merchant Marine—continue to meet the challenges and opportunities of a rapidly changing marketplace and the expanding globalization of trade. Our merchant fleet is a key component of our nation's intermodal transportation system, carrying more than one billion tons of cargo between domestic ports and supporting our connection to overseas markets. The fleet helps facilitate our engagement in world affairs and helps protect U.S. national security interests.

Recognizing that a strong America requires a strong merchant marine, my administration has worked closely with the Congress to promote the development and maintenance of a modern, efficient, well-balanced merchant fleet, capable of facilitating international commerce and meeting the military needs of our armed forces during times of conflict or national emergency. Through the Maritime Security Program and the Volunteer Intermodal Sealift Agreement, which implement the Maritime Security Act of 1996, we have forged new public-private partnerships to ensure that our country will maintain a modern commercial fleet owned and operated by U.S. citizens and crewed by well-trained, highly skilled American sailors. We have strengthened U.S. shipyards through the National Shipbuilding Initiative. We also have helped keep our shipbuilding industry competitive in the global marketplace by providing financing guarantees, granting tax deferrals and making it easier to operate ships under the U.S. flag.

The United States Merchant Marine has served our nation boldly and well through challenge and change. As we enter a new century, we must reaffirm our commitment to this proud legacy. We must maintain the strength and vitality of our merchant fleet and the skills and training of the men and women who have made America a great maritime nation. By doing so, we will ensure that U.S.-flag vessels continue to sail the world's oceans, preserving our leadership of the global economy, strengthening our prosperity and defending our freedom for generations to come.

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

Now, therefore, I, William J. Clinton, president of the United States of America, do hereby proclaim May 22, 1999 as National Maritime Day. I urge all Americans to observe this day with appropriate programs, ceremonies and activities and by displaying the flag of the United States in their homes and in their communities. I also request that all merchant ships sailing under the American flag dress ship on that day.

In witness whereof, I have hereunto set my hand this twenty-first day of May, in the year of our Lord nineteen hundred and ninety-nine and of the Independence of the United States of America the two hundred and twenty-third.

William J. Clinton

Graduating Bosuns Stress the Importance Of Ongoing Education at Paul Hall Center

Informed SIU Members Help Keep Union Strong

No matter how long one has been a member of the Seafarers International Union or how many times one has upgraded his or her skills at the Paul Hall Center in Piney Point, Md., there is always something new to learn—some knowledge that can then be imparted to the younger members who are working their way up through the ranks.

That is what 12 deck department veterans discovered as they completed the bosun recertification course at the facility last month.

For the six weeks leading up to their graduation ceremony at the May membership meeting in Piney Point, Wilfredo Acevedo, Victor Beata, Rafael Clemente, Mark Shannon Downey Sr., Thomas Grosskurth, Brian Isenstadt, Steve Kastel, Roan R. Lightfoot, Kenneth L. McLamb, Juan M. Rivas, Anthony J. Sabatini and Robert Wiles worked and studied together to complete the highest curriculum available at the school for those members who sail in the deck department.

Nothing, however, in that six-week period could prepare them for their final act of graduation—speaking before those assembled at the membership meeting: fellow classmates, other union members, unlicensed apprentices, officials and guests. And many of the recertified bosuns found it a lot more difficult than they had imagined. Yet all overcame their initial nervousness.

First up to the podium to receive his graduation certificate was Acevedo. The 49-year-old deep sea member, who sails from the port of Wilmington, Calif., thanked the union officials and school instructors for the opportunity to participate in the course. In

remarks directed to the unlicensed apprentices, he stated that the union has been good to him and urged them to never stop learning.

Beata, 44, said, "I have always been proud to be a member of this union."

When he came out of the Navy in 1978 and joined the SIU as a trainee in Class #250, the school's vocational training was just beginning to develop the strong program it has today, he noted.

Beata, who sails from the port of San Juan, P.R., stressed the need for the unlicensed apprentices to keep educating themselves and never be afraid to ask questions.

He said, "We have much to thank our past and current leaders for. Because of their determination and dedication and hard work in the past, our future continues to be bright."

Echoing his words was Clemente, who emphasized the importance for the younger Seafarers to keep working very hard so they would have no trouble making a good living in the maritime industry.

The 55-year-old Clemente sails from the port of San Francisco.

Expresses Gratitude

Downey has been a member of the SIU for 31 years, joining at the age of 16 in New Orleans. He told the assembly with gratitude that in all those years, the union always provided a job for him when he was ready, as well as the opportunity for him to earn a good living for him and his family. "And when I retire," he continued, "I'll feel safe knowing my pension is secure."

To the trainees just starting out, Downey said: "No matter



Six weeks of hard work pays off for the graduating recertified bosuns as they pose with union officials following the membership meeting in Piney Point. From the left (front row) are Wilfredo Acevedo, Juan Rivas, Victor Beata, SIU President Michael Sacco, Steve Kastel, Vice President Collective Bargaining Augie Tellez, Anthony Sabatini, Kenneth McLamb, (second row) SIU Representative George Tricker, Plans Administrator Lou Delma, Rafael Clemente, Brian Isenstadt, Mark Downey Sr., Roan Lightfoot, Paul Hall Center Vice President Don Nolan and Thomas Grosskurth. Not pictured is Robert Wiles, who had already shipped out.

what job you are given or how small it is, always do the best you can and feel proud of your work. Develop good work habits—people do notice, and it does matter!"

The bosun recertification program is designed to update Seafarers who sail as bosuns on trends in the maritime industry, including changing shipboard technology and the latest seamanship techniques. But many of the graduates found the refresher courses to be the most interesting and useful.

Downey, in particular, mentioned the wire splicing class. Some ships still require wires to be spliced, he noted, but years may go by before you are required to do it, so a refresher course can help prevent skills from rusting.

As part of the six-week curriculum, the bosuns were updated by SIU officials, including President Michael Sacco and Vice President Collective Bargaining Augie Tellez, on the union's latest efforts to ensure job security for all Seafarers. They also met with representatives from the AFL-CIO Maritime Trades Department.

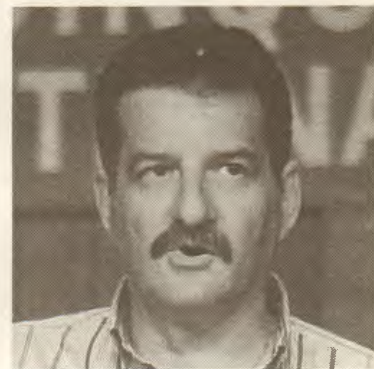
From these meetings, the 12 men took with them, among other things, a greater understanding of effective contract enforcement and the union's health, vacation and pension programs, which they can clarify for their fellow shipmates at sea.

Impressed with Staff

Grosskurth, 41, was very impressed with the staff and instructors at the school. During his six weeks, he said he was made to feel not just as a member of a union but as part of a family.

The recertified bosun also was grateful for the opportunity to review and upgrade his deck skills which, he believes, will help him in his day-to-day activities aboard ship and also in the instruction of other crew members.

Another learning experience for Grosskurth, who sails from the port of Norfolk, Va., was finding out the importance of politics in keeping the SIU strong. After meeting with President Sacco and visiting Capitol Hill, he became aware of the hard work and dedication needed "to make our union what it is today. I appreciate all



All the upgrading recertified bosuns were called to the podium to accept their graduation certificates and say a few words to those assembled at the membership meeting in Piney Point. From the left are Wilfredo Acevedo and Brian Isenstadt.

that is being done in Washington on our behalf."

Grosskurth highly recommended upgrading to his fellow Seafarers and said it was a learning experience he will always remember.

Isenstadt joined the SIU in the port of New York in 1978 and now sails from Baltimore.

With the ships of today heavily relying on computers, Isenstadt found the computer lab very helpful. He also thought the social responsibility class was a great idea and gained an understanding of dealing with people in different situations. Being able to sit down with representatives of the various union departments for question-and-answer sessions was also very informative for the 48-year-old, who has upgraded at Piney Point before.

Isenstadt noted that today's seamen are increasingly more responsible for sophisticated equipment aboard vessels. He urged the unlicensed apprentices to pursue their studies and come back to the school to upgrade. Only by continually learning can the union—and the industry—remain strong.

Aid with Responsibilities

Kastel, who joined the union in 1978 in the port of New Orleans, said the experience of this recertification course will help him in his leadership job as chairman of the ship's committee, especially his recent training in communicating with fellow Seafarers in a more effective manner, including avoiding and resolving conflicts.

This was the ninth time Kastel,

50, has returned to the facility to upgrade his skills. Now sailing from California, he believes training and upgrading is vital to any SIU member's survival in the industry.

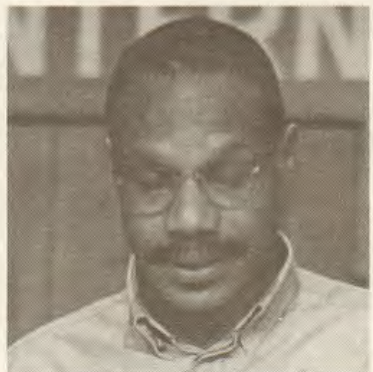
Kastel came away this time not only with additional skills, but also with a greater appreciation for the amount of time and effort SIU officials spend making sure that the voice of the U.S. merchant marine is heard in Congress.

A 1982 graduate of the entry-level trainee course at the Harry Lundeberg School, Lightfoot, 38, has come full circle by returning for recertification. Like his sister Gina Lightfoot, who graduated as a recertified steward earlier this year, he sails from the port of Jacksonville. Lightfoot thanked the union for the opportunity to continue his maritime education and said he would highly recommend the experience to his fellow shipmates.

Through a combination of hands-on exercises and classroom work, the bosuns completed advanced classes in wire splicing and navigation. They utilized the Paul Hall Center's simulator, did in-depth work in areas critical to the nation's military sealift operations—such as helicopter maneuvers, damage control procedures, forklift handling and Hagglund crane operation—and refreshed their fire fighting and emergency first aid skills.

McLamb, 47, particularly believed the fire fighting and CPR courses as well as knowing what to do in emergency situations

Continued on page 10



Highly recommending upgrading at the Paul Hall Center are Roan Lightfoot (left) and Rafael Clemente.



Recertified bosuns meet with SIU President Michael Sacco (right) and NMU President René Lioeanje at the school.

AB Wheat's Invention Deemed a Success

Richard Thomas Wheat, who sails as an AB from the port of San Juan, P.R., now can add another designation to his name—that of inventor. U.S. patent number 5,752,287 was issued to Wheat May 19, 1998 for his design of a screw paint brush—a paint brush for the 21st century, as he calls it.

"I came up with the idea while on the *Shining Star* five years ago," the 50-year-old deck department member told a reporter from the *Seafarers LOG* in describing the origins of his invention. It took until last year before his application was finally accepted and the patent granted. Painting aboard ship can be

challenging, to say the least, noted Wheat, especially in tight spaces or very high spots. Sometimes a pole is needed to get to some of the harder-to-reach locations. In these cases, a paint brush is usually taped onto a pole. Removing the tape can be very messy, and paint is liable to spatter all over, including into the user's eyes.

Wheat believed he could improve on this concept by utilizing the poles, which already are on board all ships, and devise a paint brush that could screw onto those poles. Additionally, the band, which secures the nylon bristles, could be angled as needed to complete any task.

Wheat's final concept for the new paint brush is a three-part one involving the band, a 6-inch handle (with threads at both ends) and the pole. It was given a full product-test by crew members aboard the *Sea-Land Hawaii*, where Bosun Billy Hill, AB Quintin S. Herrera and AB Jesus M. Velazquez deemed it "the right tool for the job."

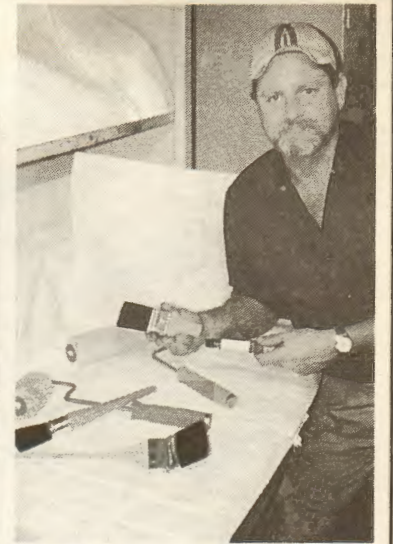


AB Richard Wheat demonstrates the versatility of his patented invention: a paint brush which can be screwed directly onto a pole.



The bands come in five different sizes and are color-coded (white, gray, black, yellow and red). This system will help keep the brushes organized when hung up for storage and should make them last at least 10 times longer than previous brushes, noted their inventor.

The new screw paint brush is being manufactured in New Jersey, and buyers are starting to come forward, especially ship-



AB Quintin Herrera (left) and Bosun Billy Hill (above) find the paintbrush "the right tool for the job" aboard the *Sea-Land Hawaii*.

ping companies.

Wheat, who joined the SIU in 1976, says that he and other Seafarers take pride in doing the best job they can with the tools at hand and believes his invention will be one that not only can help his fellow crew members but also "be a fantastic thing for this industry."

Seafarer Sinclair Oubre Honored By Propeller Club, Coast Guard

AB Sinclair Oubre recently received honors from the U.S. Coast Guard and the Propeller Club - Port of the Sabine.

Both organizations recognized Oubre, a Catholic priest who serves as Diocesan Director of the Apostleship of the Sea in Beaumont, Texas, for his "exceptional meritorious service furthering the welfare of professional mariners in the Port Arthur, Texas region," said a spokesperson for the Port Arthur International Seamen's Center.

Oubre received the Propeller Club chapter's "Maritime Man of the Year" award and a "Meritorious Public Service Commendation" from the Coast Guard on April 21 in Port Arthur.

During the awards presenta-

tions, Oubre was credited for his wide-ranging efforts on behalf of mariners. Those works include serving on the Coast Guard's Merchant Marine Personnel Advisory Committee (MERPAC); facilitating the financing and construction of new local apartments for retired mariners; and spearheading an inaugural safety fair for local shrimpers that included participation by the Coast Guard, the Port Arthur Chamber of Commerce and others, and in turn allowed the shrimpers to reduce their respective insurance costs.

He also was applauded for expanding the Apostleship of the Sea—Diocese of Beaumont into a fully developed ministry, and for spurring creative fund-raisers.

As part of the awards ceremony,



AB Sinclair Oubre receives the "Maritime Man of the Year" award from the Propeller Club—Port of the Sabine.

\$5,000 was donated in Oubre's name to the organization of his choice. He selected the building fund of the Port Arthur International Seamen's Center.

Gen. Robertson Inspects Paul Hall Center

SIU officials and representatives of the Paul Hall Center for Maritime Training and Education recently welcomed U.S. Air Force Gen. Charles "Tony" Robertson Jr. (second from left) to the campus in Piney Point, Md. Gen. Robertson is the head of TRANSCOM, which oversees the logistical movement of American troops and their supplies worldwide. On May 25, he joined SIU Pres. Michael Sacco, SIU VP Contracts Augie Tellez and others in a detailed tour of the center, including the new Joseph Sacco Fire Fighting and Safety School. The general's tour included lunch served by upgraders in the steward lab and observance of several courses, among many other stops. Above (from left), Tellez, Gen. Robertson, SIU Headquarters Rep. Carl Peth, Dispatcher Bonnie Johnson and American Service Technology Pres. John Mason review procedures used in the manpower office.



Pete Prevas, 71, Succumbs To Cancer

Pete "Bananas" Prevas passed away May 17 after an extended battle with cancer. He was 71.

Prevas was a longtime fixture in the Baltimore maritime community. After serving in the U.S. Navy Armed Guards (aboard U.S.-flag merchant ships) during World War II, he joined the SIU



Pete Prevas (right) poses with his longtime friend, retired SIU Asst. VP Bobby Pomerlane, at a 1995 event in Baltimore.

with his boyhood friend, Bobby Pomerlane, in 1947. Although he

started in the galley gang, Prevas worked in the deck department and upgraded his abilities. Twenty years after becoming a Seafarer, he obtained his license and joined the Masters, Mates and Pilots.

Retired SIU Assistant Vice President Pomerlane remembered his friend of six decades as "someone who always participated, who always donated to the cause. He was a good SIU brother. He knew everybody. He was a dear, true friend."

Remembering Seafarer Al Austin

Alfred J. Austin, an SIU member since 1972, passed away earlier this year, at age 57.

He sailed in the deck department and resided in Brooklyn, N.Y. Recently, Brother Austin's remains were scattered at sea, as per his wishes.

Brooklyn-based SIU Safety Director Sean Ryan sailed with Brother Austin and penned the following as a tribute.

In Memory of Shipmate

A poem and dedication by SIU Brother Sean Ryan

I remember well coming out of school
A new Piney Pointer for everyone to fool

You looked out for me, took me under your wing
And showed me what it meant to be a Seafarer,
a union member and a working machine

Though the years go by like the rolling swells
We stayed in touch through good and bad times as well

We swapped sea stories, like most crew members do
And hung out in the mess hall until time to turn-to

You told me one day that the doctor said you were ill
But you said you felt fine and for him to stick the pill

Your illness took you from us like a squall on the sea
But we know deep in our hearts your spirit flies free

You will be missed dearly by your wife and children all
And by your SIU brothers and sisters down at the hall

To my shipmate and friend who loved to sail
You will be forever missed
And remembered till my departure bell



Aboard the *OOCL Innovation*, operated by Sea-Land Service, SIU members prepare the remains of AB Al Austin for discharge into the sea. Pictured from left to right are Bosun Felix Santiago, QMED Owen Duffy, Chief Steward Edward Dunn and AB Edward Williams. In right photo, Captain Joseph Novellino presides over the ceremony.

Seven Look to Future, Thanks to Scholarships

Each of the seven recipients of this year's Seafarers Welfare Plan's scholarship has a vision of themselves in the future. Whether through the practice of teaching, law, medicine, writing, architecture or any number of other possibilities—the one unifying element is that they want to make a difference; they want to have a positive impact on society. And the awards they won, totaling \$87,000, will help them toward their personal goals.

The three deep sea members and four dependent children of Seafarers were selected by a panel of educators who thoroughly evaluated the applicants' forms, letters of recommendation, grades and extracurricular activities (see story on page 2).

What follows are brief descriptions of the backgrounds and goals of each of the scholarship winners.

Seafarers Scholarships

Laura L. Cates, a deep sea member who has been sailing with the union for the past 17 years, is the recipient of the \$15,000, four-year scholarship for Seafarers.

The 43-year-old recertified steward from Tacoma, Wash. graduated from high school in Lansing, Ill. in 1974 and completed a not-so-successful semester of college the following year. "Fortunately," she wrote on her scholarship application form, "I had the opportunity to join the Seafarers International Union. It instilled in me that positive direction which allowed me to develop my talents and excel in performance."

Starting as a deck lounge stewardess aboard American Hawaii Cruises vessels in 1981, she worked her way up to recertified steward, sailing on different kinds of ships and attending many upgrading courses at the Paul Hall Center on the way. She also was selected in 1996 to serve as a member of the credentials committee, a group of six rank-and-file Seafarers which reviewed all nominating petitions of SIU members seeking office in the 1996 district-wide elections in the union's Atlantic, Gulf, Lakes and Inland Waters District.

In the winter of '98, she started college courses once more, this time receiving a 4.0 grade point average. She believes it is time to resume pursuing her dreams of a higher education. "Earning a bachelor's degree," she wrote, "will both enrich my life and arm me with the skills needed to choose the most fulfilling path. I am committed and ready to accomplish these goals."

Cates is considering a career in criminal justice, believing that a college education "will open a realm of possibilities for my future, one which must afford me the best chance of making a real difference." She is sailing on an LNG vessel between Indonesia and Japan and will return in time to start classes at Tacoma (Wash.) Community College in the fall.

Several years after graduating from high school in Missoula, Mont., **Matthew L. Dunn**, 31, completed the entry-level program at the Lundberg School in 1990 and upgraded to AB the following year.

He acknowledges he loves

Recipients of the Seafarers Welfare Plan's scholarship awards for 1999 are (from left, top row) Seafarers Laura L. Cates, Matthew L. Dunn, Dorothea L. Hoffman, (second row) Dependents Thomas G. Anderl, Carla L. Longanecker, Keisla Passapera and L. John Vassalotti III.



ships, the ocean and all the places he has seen as a member of the SIU, but now wants to develop different skills and a new career.

As a recipient of one of the two \$6,000 scholarships for Seafarers, he plans to complete a two-year paralegal program at Edmonds (Wash.) Community College.

In his scholarship application form, Dunn wrote, "I have benefited greatly by being a member of this union. It has shown me how necessary a strong labor union is in maintaining good conditions, good pay and dignity and pride for workers."

A look at some of the abhorrent conditions aboard flag-of-convenience vessels has convinced the Seattle resident that people need to be protected from unscrupulous labor practices. With this in mind, Dunn may specialize in labor and employment law.

The second \$6,000 award was presented to **Dorothea L. Hoffman** of Auburn, Wash.

After graduating from high school in Ellensburg, Wash. in 1976, she attended Western Washington University, earning a degree in graphic arts. She worked as a graphics consultant and typesetter for three-and-a-half years and then decided to travel, taking off for a year to tour Australia, Fiji, the Cook Islands, New Zealand and Tahiti. Upon arriving in Hawaii, she wrote, "I heard about the 'White Ships' and thought it was a great way to see the islands."

In December 1988, she signed on the *SS Independence* as a deck lounge stewardess—and that started her career with the SIU.

She then switched to the deck department and moved back to the Seattle area. She caught a couple ships during Desert Storm, tried a tanker, an LNG and finally ended up on a cable ship. She lately has been working aboard the *Global Sentinel* where she has performed a variety of duties—from cable AB to splicer/joiner, to bosun mate and even relief bosun.

In this, her tenth year with the union, she believes she has finally satisfied her wanderlust and has decided to return to school (Green River Community College in Auburn) to fine-tune her computer and graphic arts skills.

Dependent Scholarships

Thomas G. Anderl, 18, wants to do something fulfilling with his life and help people at the same time, probably in the field of computer engineering or possibly as a doctor.

Anderl is the son of Delsa and

Kenneth Anderl. His mother is a fishery biologist; his father joined the SIU in 1990 and sails as an AB aboard the *Overseas Juneau*.

Anderl's early years were spent with his family in Guam and Ecuador. When his family returned to Washington state, he was accepted into the Edmonds School District Challenge Program, where he completed the regular high school curriculum at Mountlake Terrace High School (taking advanced placement English and history, as well as completing all the math classes offered—up to college calculus), as well as 22 credits at Edmonds Community College.

The summer before his senior year, Anderl began volunteering at a soup kitchen in Seattle. And while not widely regarded as glamorous work, he found it a most rewarding part of his week—an activity through which he helps make a positive difference in many people's lives.

Music also has been an important part of Anderl's life since the fourth grade, and he hopes to continue playing for many years to come. He studied the violin for one year, later switching to the trombone and has since diversified to play tuba, euphonium and timpani. In the ninth grade, he was accepted into the Mountlake Terrace High School Jazz Ensemble, during which time the group won numerous awards.

Computer programming is another interest of the graduating senior, who is intrigued by the power of a person to give a machine the logic necessary to perform useful tasks.

With help from the \$15,000 award, Anderl hopes to pursue a computer engineering degree at the University of Washington but notes he is keeping an open mind. Another interest, he wrote in his scholarship application, is the possibility of becoming a doctor. He wrote that by becoming a doctor, "I would be able to make positive changes in people's lives. I have always wanted to help people, and this would be my opportunity to do something fulfilling with my life."

Princeton University, the U.S. Coast Guard Academy or the University of Florida are the schools chosen by 17-year-old **Carla Louise Longanecker**, who wants her life and work "to have a positive impact on society and the world."

She is the daughter of Beth and **Lewis Longanecker**, an inland member of the SIU since 1978.

Throughout her varied activities in high school, she has always striven for excellence and is graduating this month fifth in a class of 243. She also has taken a number of academic courses at Central Florida Community College, where she maintains a 4.0 grade point average.

In addition to her academics, she was editor of the high school yearbook for the last three years, class president for three years, prom committee chair, homecoming chair and played on the district champion softball team as well as a number of other sports teams. She also was a member of the Spanish Club and helped organize a two-day seminar which focused on comforting cancer patients.

The future is wide open for Longanecker, who plans to study architecture, international relations or environmental science. "In any one of the three majors," she wrote, "I know there is an opportunity to help people and the world." If architecture is her choice, she plans to work on developing more economically and environmentally safe designs for buildings and homes. If it should be international relations, she hopes to better the relationships between countries through a clearer understanding of each nation's history and culture. If environmental science is her decision, then she would like to pursue a different means to solve the growing radioactive waste problem and help clean up contaminated areas of the world.

Longanecker admits that her future at this time cannot be reliably determined, but "one thing is for sure: I plan to make a difference." Her \$15,000 scholarship will help toward that end.

Keisla Passapera from Humacao, P.R. would like to study law "because I think it is the best way to help people."

The 18-year-old daughter of Norma and Angel Passapera is graduating from Colegio San Antonio Abad in Humacao with a 4.0 grade point average. Her father, an SIU member since 1970, sails as an AB, most recently aboard the *Sea-Land Crusader*.

In addition to her excellent grades, belonging to the National Honor Society and winning the National Mathematics Award, Passapera has participated in many of the extracurricular activities at her high school, including track and field. She was a member of the school chorus and enjoys music very much, playing a musi-

cal instrument called "cuatro." She even had an opportunity to play for the pope in Italy.

In her desire to help people, she worked as a volunteer, assisting the elderly at a convalescent center for more than a year, making them "feel cared for and important." Tutoring children is another way Passapera used her extra time, "because helping them get good grades makes them realize how important education is and how helpful it is to get what you want in life."

Passapera will use her \$15,000 monetary award to attend Colegio Universitario de Humacao in the fall.

The fourth \$15,000 scholarship winner is **Louis John Vassalotti III** of Lancaster, Pa.

The 17-year-old son of Susan B. Card and stepson of **Dannie K. Card Sr.**, an inland member since 1969, graduated last month from St. Andrew's School in Middletown, Del. with a 4.0 grade average.

Vassalotti wrote in his scholarship application that "as I advance in my education, I realize every year that there is still so much I don't know. I firmly believe that a strong education is the key, not only to improving oneself but also improving society as a whole." With that thought in mind, the young man dedicated his high school years to improving his mind and claims that the active role he has taken in his education is paying off.

Thanks to his study of history, he notes, he is much more aware of social problems in the world. And because of his science courses, he can understand the causes of chemical or physical processes that occur in nature.

Last year, Vassalotti won the Williams College Book Award, given to a junior in the top five percent of his or her class who has demonstrated intellectual curiosity and has made a significant contribution to the extracurricular life of the school. He was on the highest honor roll during his four years of high school and this past December, gained early admission to his first choice college—Brown University in Providence, R.I.

Vassalotti is still unsure as to what his major will be but is considering chemistry, English, philosophy, music and Spanish. "I can see myself being many things someday, and the occupations that most appeal to me right now are those of teacher, writer/journalist and musician."

He mentioned chemistry, English, philosophy and Spanish because they are the academic subjects that most fascinate him. But being a teacher, he believes, would give him the opportunity to give back to students the gift of learning. And writing is an enjoyable pursuit. But outside of the classroom, music is the activity that is most exciting and fulfilling for him, providing "an amazing balance," and the thought of being a musician for the rest of his life "sounds to me like another fulfilling occupation."

Whichever road he chooses, the \$15,000 scholarship will help Vassalotti continue to take advantage of his love of learning at Brown.

Lots to Do on Lakes

SIU members are doing their part to help ensure smooth cargo movements on the Great Lakes. SIU Representative Don Thornton recently met with Seafarers on various Lakes ships and provided the photos on this page.



Deckhand Robert Said — *Alpena*



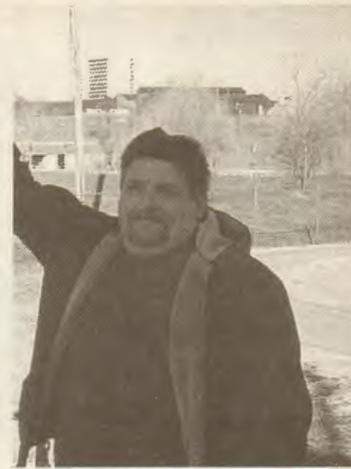
Bosun Bill Mulcahy (with hose) — *H. Lee White*



Conveyorman David Young — *Medusa Conquest*



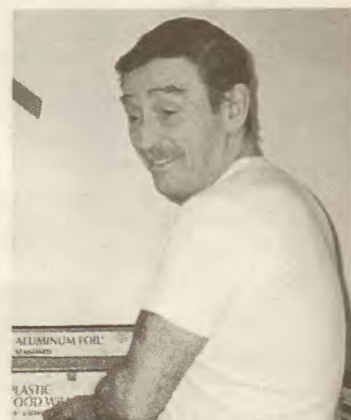
QMED Pat Myler — *H. Lee White*



Deckhand Glenn Hansom
Medusa Conquest



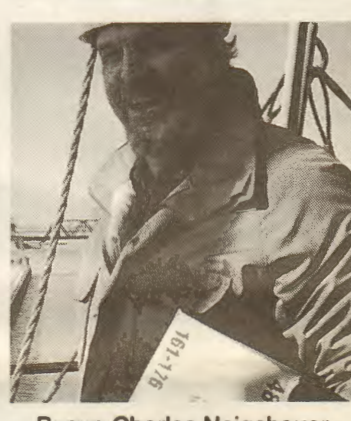
AB John Vegh III — *Medusa Conquest*



Cook Gerald Rifenbark
Medusa Conquest



OS Brian Gelaude — *Medusa Conquest*



Bosun Charles Neigebauer
American Republic

Recertified Bosuns Ready for Leadership Roles Following Graduation

Continued from page 7

would make him a more capable leader.

This was the third time McLamb has returned to the school to upgrade since joining the union in 1978 in Houston, from where he still sails.

He thanked the staff and instructors for making him feel at home and acknowledged the SIU leadership for helping Seafarers keep up with the rules and regulations that affect their livelihood.

"The SIU works as a team," he concluded. "And as long as we are a team, we can and will stay on top."

Rivas joined the SIU in the port of New Orleans in 1977, when he was 21 years old. He

now sails from the port of Houston.

Rivas has attended many upgrading courses at the Paul Hall Center over the past 22 years, but graduating from the bosun recertification program "is the most rewarding of my career."

The school, he noted, is such a tranquil place in which to learn, "and I would urge all members to take advantage of these educational facilities. Without upgrading, our choices for jobs are limited."

Addressing the unlicensed apprentices, Rivas stated, "You are in a great union, and I want you to take advantage of the opportunities that the school has to give you. Study hard. Ask questions. Listen to your supervisors—and work together as a

team."

Sabatini, 44, joined the SIU in San Diego in 1989. Shipping from the port of Wilmington, Calif., Sabatini previously attended the facility four times to upgrade his skills.

He believes this course has better prepared him for his job at

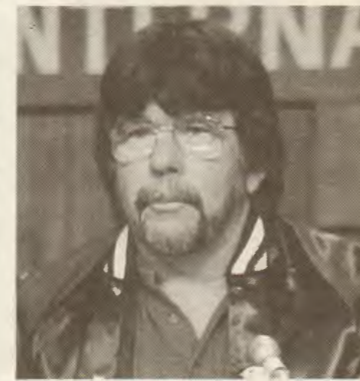
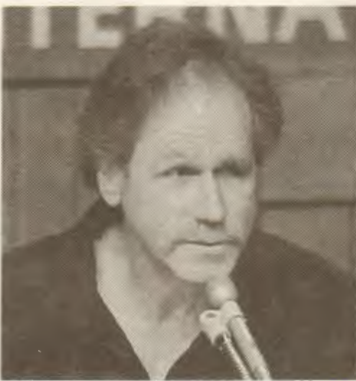
sea. He said he knows more about the background of the union and the school, and through the various classes in which he received instruction—particularly the water survival and fire fighting programs—he now feels more comfortable passing this information on to other crew members

aboard various vessels and better equipped to deal with emergency situations.

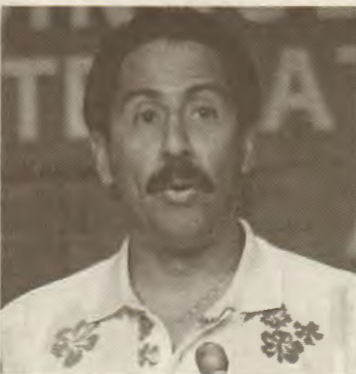
Wiles, the last of the graduating recertified bosuns, shipped out early and was unable to attend the ceremony. The 54-year-old Wiles sails from the port of Mobile, Ala.



SIU President Michael Sacco (center) congratulates Thomas Grosskurth and his wife, Delores, following the membership meeting.



Talking about their experience while upgrading at the Paul Hall Center are, from left, Recertified Bosuns Steve Kastel, Mark Downey and Kenneth McLamb.



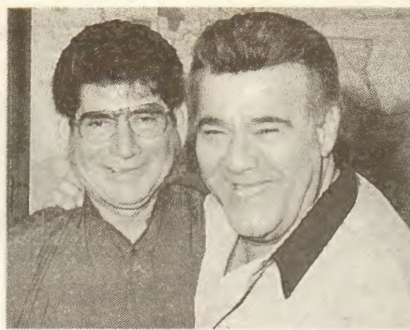
Victor Beata, Juan Rivas and Anthony Sabatini advise the unlicensed apprentices in the audience to continue their education through upgrading courses and to not be afraid to ask questions.



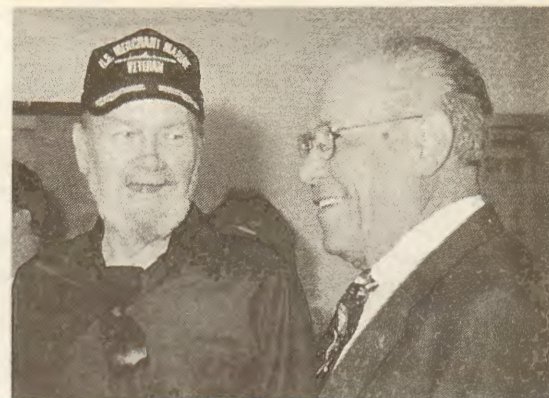
Retiree Walter Bauer, Deckhand Sterling Spencer, Deckhand Alfred DiGregoria



AB Vic DiGiorgio



Recertified Bosun Cesar Gutierrez, SIU President Michael Sacco



Retiree Charles Smith, Retired Port Agent Joe Perez



Retiree Duke Duet and wife, Maggie



QMED Buddy Barber, QMED Scott Duckworth, QMED Geoffrey Denesse, AB Charles McPherson



Retiree Louie Babin, Retiree Paul Lightell, Bosun Hugo Dermody



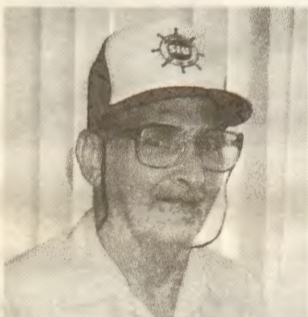
AB Steven Mayer

WELCOME (BACK) TO OUR NEW HOME

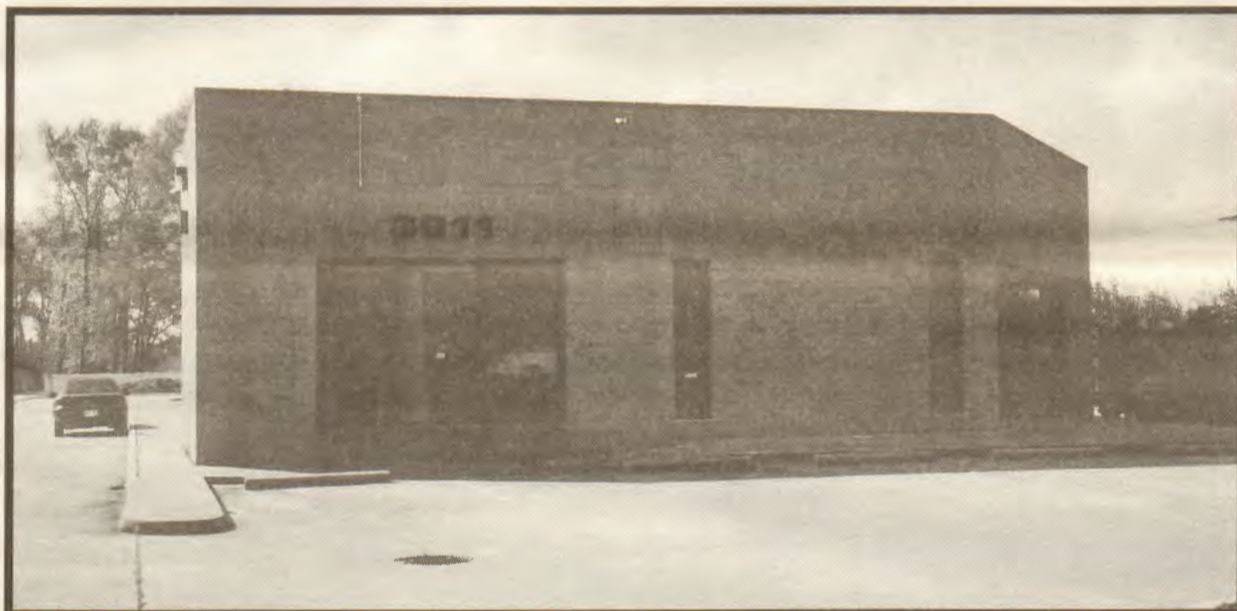
Sights from Grand Opening of New Orleans Hall



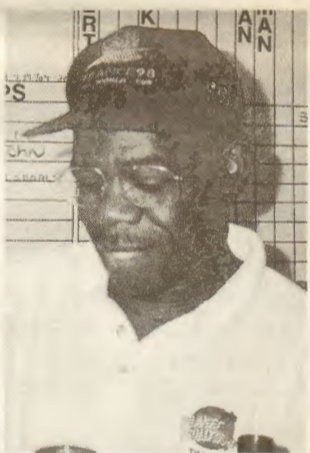
Retiree Jose Mata



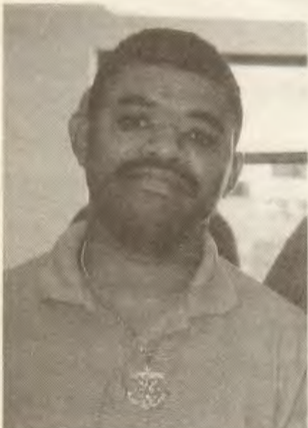
Recertified Steward Ernie Hoitt



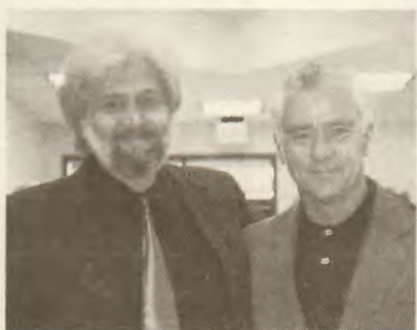
As reported in detail in the May issue of the *Seafarers LOG*, the SIU recently opened a new union hall in the New Orleans suburb of Harvey, La. At the grand opening on April 8 and during the ensuing weeks, Seafarers who visited the new facility described it as a welcome improvement. The photos on this page, provided by Barbara Brouillette-Perez and Jessica Smith, offer a sampling of the grand opening. Identifications are listed from left to right.



AB Dawud Yamini



Cook Michael Carter



AB Willie Judd, Vice President Gulf Coast Dean Corgey



Engineer Jimmy Gervais, Deckhand Chance Gould



Retiree Juan Gonzalez and wife, Felicia



AB David Collins with wife, Larra, and son David II



QMED Bobby Milan, QMED Scott Duckworth



Retiree Antonio Villanuova, SA Cirilo Centeno, Deckhand Thomas Martinez Boloi, DEU Florencio Bermudez

SEA-WORDY

Editor's note: The language used by the typical Seafarer to describe his everyday life aboard ship has different origins. Many of the words derive from the need to give a name to an object or a situation which occurs only in the maritime industry. A majority of nautical expressions used by today's Seafarers date back to the days of the early naval powers of the world—England, Holland and the Scandinavian countries.

In a reprint from a 1965 Seafarers LOG, below is a short list of selected maritime terms to give Seafarers and their families a brief idea of where their everyday sea talk originates.



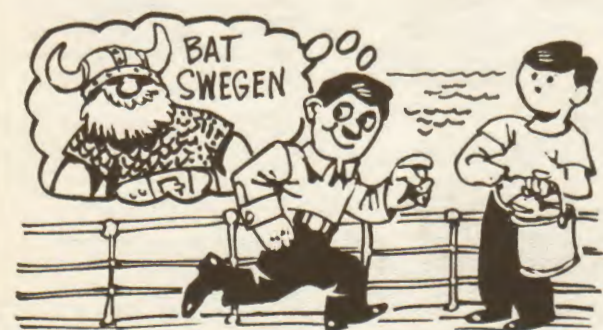
BALLAST – Heavy material carried in a ship's hold to increase stability in the absence of cargo. Ballast originates from the Old Danish word "baglast." "Last" meant burden, and "bag" referred to rear. Taken together, baglast meant "to stow in the rear of a ship to tilt up the bow."



BATTEN – Strips of iron that fit over hatches to secure the covering tarpaulins. Batten comes from Teutonic and French sources. The Teutonic word "bat" meant good or preserved. Also contributing to its meaning was the word "baton" which is French for cudgel. The French took this expression from the Latin word meaning wooden stick.

BILGE – The section of the hull which curves below the waterline. This is the place where water seeping through the ship collects. A better word for bilge would be belly, which is another form of the Old French word "boulge" or bulge.

BOSUN – The unlicensed seaman who directs the work of crew members in the deck department. The



formal pronunciation of bosun is boatswain, which goes back to the times when the Anglo Saxons used the expression "bat swegen." Bat referred to boat, and "swegen" had its origins in a Norse word meaning servant or lad.

DECK – The covering over the beams which is the ship's floor. Deck owes its origin to an association

with women. In Holland, ladies used the word the word "dek" to mean cover, clothe or adorn themselves. Sailors from the Netherlands who were building a ship's floor used the word "decken," which meant to cover.

FOC'SLE – Properly known as the forecabin where the ship's crew lives. Forecabin found its way into the sailor's vocabulary back in the Middle Ages when European ships had a "forwarde castel" which was used for defense against hostile vessels. Seamen in those times could stand on this raised, fortified platform in the bow, getting the advantage of height over an enemy's decks. Some time later, forecabin came to be known as a raised deck which sheltered the crew's quarters.



GANGWAY – The runway or board with cleats used to board a ship or the ladder up a ship's side. Gangway derives its pronunciation from the Old English expression "gangweg," which literally meant "a going way" or a passage.

HELM – The wheel which guides the rudder of a ship. On modern ships, the helm is often referred to as the wheel. On sail ships, crew members still refer to it as the tiller. Helm has dual origins, coming from the Icelandic word for rudder and the Middle English term "halm" or handle.

LAUNCH – To set a vessel afloat. Launch found its origin from a Middle English word meaning to hurl or throw forward like a spear. Its usage was later extended to mean thrusting or hurling a boat into the water. The expression was derived from the French word "lancer," meaning to throw or hurl.

PILOT – A person with expert knowledge of local navigation who guides a ship to its mooring place. Pilot is one of the few words in the seaman's language that dates directly to the Greek. The Greeks used a word "pedotes," meaning steersman, to which was added a suffix referring to rudder or the blade of an oar. The expression found its way across the Mediterranean to France, where it is now pronounced "pilote."



PLIMSOLL MARK – The marking painted on the side of a ship showing the safe depth to which the



vessel can be loaded under various conditions. The Plimsoll Mark honors the memory of Samuel Plimsoll, a member of the English Parliament who waged a bitter campaign against shipowners who greedily overloaded their ships during the 19th century. The heavily weighted ships would often be lost at sea, but the callous owners would make big profits from the insurance on them. Thanks to Plimsoll's fight, Parliament finally passed a law setting safe load limits for ships flying the Union Jack.

PORT – The left side of the ship. The port side of a ship was also known as the larboard side, dating back to the 17th century when the only loading port on a ship was on its left side. Thus, seafarers started talking about the "loading side," or "ladeboard," which became larboard.

SCUTTLE – To sink a ship by boring holes in her hull, or by opening the sea cocks. Old-timers once used the word scuttle to mean the square holes bored through the deck or in a hatchway which a seaman could use to get to the next deck or through a bulkhead. Used literally, the word means to sink a vessel by cutting scuttles in it.

SKIPPER – A ship's captain. Seamen can thank their Dutch predecessors for this expression which came from the word "schipper." Schip was the Dutch word for ship, The suffix "er," meaning agent, was added to complete the word.



STARBOARD – The right side of the ship. Seamen started referring to the starboard side of a ship after hearing a similar Old English expression which meant steering side. This use dates to the time when the steering board was located on the right side of a vessel.

STEM – The foremost beam of the ship's bow, which is joined to the keel. All forward plates on a ship are joined to it. Stem originates from an English word meaning tree, which in turn, derived from an older word meaning post.

A Proud Day for the SIU

Paul Hall Center Opens Joe Sacco School



The Joseph Sacco Fire Fighting and Safety School was constructed and equipped through a generous donation provided by the International Transport Workers Federation Seafarers Trust.

opened May 1999

ABOVE: A standing room audience applauds during the ceremonial opening last month.

RIGHT: Commemorative plaque recognizes the support of the ITF in building the facility.

The ceremony begins with the pledge of allegiance, led by Paul Hall Center apprentice James Miller Jr. (wearing cap).

From atop the bridge deck of the *Eternal Flame*, SIU President Michael Sacco and distinguished guest speakers praised the Joseph Sacco Fire Fighting and Safety School during the ceremonial opening of the latest addition to the Paul Hall Center for Maritime Training and Education.

A standing room only crowd, composed of union, military and government officials; upgraders and apprentices; employees; and friends and family members, gathered May 18 in front of the *Eternal Flame*—the burn building of the new campus in Valley Lee, Md., near the Paul Hall Center's campus.

Following an invocation by Father Matt Siekierski of the Sacred Heart Church in LaPlata, Md. and the Pledge of Allegiance, led by unlicensed apprentice James Miller Jr., President Sacco welcomed those in attendance and said how very proud he was of the remarkable facility named in honor of his brother, Joey, who passed away in 1996.



Father Matt Siekierski

"Today, we honor the past. We celebrate the present. And we prepare for the future," he remarked. "Both as a rank-and-file member, and later as the SIU's executive vice president, Joey understood the need for quality vocational training and education for mariners."

Joe Sacco had a vision of the kind of fire fighting school he wanted and had talked about it for many years. It was, in fact, his ideas and enthusiasm that helped lay the groundwork for this new facility. And on this beautiful day, with the sun shining on the gathering, his vision—bearing his

name—came into fruition. President Sacco also thanked the many individuals and organizations—particularly the International Transport Workers' Federation for its support—that played a part in making the school a reality.

"The result," he said, "is a school that will improve the performance of SIU members and other U.S. mariners who utilize it—which, in turn, benefits ship operators and the industry as a whole."

He also introduced a pioneer of sorts—Ken Conklin, retired Marine Corps major and former commandant of the Paul Hall Center—who first came to Piney Point when it was "just a mudhole and helped build a strong foundation for what was to come."



Former Paul Hall Center VP Ken Conklin (left) and current VP Don Nolan

With safety being the number one requirement for today's mariners, the fire fighting facility will train seafarers at a modern, unique, conveniently located school designed exactly for them. It is the SIU's way of planning for the future, of making sure the maritime industry continues to grow, the SIU president said.

"We are optimistic about the growth of the U.S. merchant marine," Sacco noted in his closing remarks. "This school is a shining example of how we're working to make that growth a reality."

The issue of safety and the importance of safety training was echoed by Vice Admiral James C. Card, U.S. Coast Guard, who presented Sacco with a certificate of appreciation for the work the union has done in helping SIU members comply with current



SIU Pres. Michael Sacco and Coast Guard Vice Adm. James Card

Coast Guard regulations, especially the basic safety training and fire fighting skills needed to conform with the STCW amendments.

Rear Admiral Gordon S. Holder, U.S. Navy, commander of the Military Sealift Command (MSC), also stressed the importance of safety training, pointing out "there is nothing that can ruin a good day at sea like a fire aboard ship." There are many different possible scenarios for a shipboard fire, he said, and the mariners and apprentices who use the new fire fighting school will learn how to handle all of them.



SIU Pres. Michael Sacco and Navy Rear Adm. Gordon Holder

Holder added that Joe Sacco's spirit will live on in this facility, which complements the extensive curriculum already offered at the Paul Hall Center.

He presented President Sacco with certificates for two government vessels courses which currently meet the requirements of the MSC.

U.S. Maritime Administrator Clyde Hart thanked the union's

officers, as well as the center's administrators and instructors for their leadership and expressed amazement that the school was constructed in just eight months.



Maritime Administrator Clyde Hart and SIU Pres. Michael Sacco

"The Maritime Administration is proud to be a partner with all of seagoing labor," Hart said as he presented a dedication plaque to the Joseph Sacco Fire Fighting and Safety School. "Joey's memory will be preserved."

An avid supporter of the U.S.-flag fleet when he served in the U.S. Congress and a representative of the district in which the Paul Hall Center is located, Maryland State Senator Roy Dyson expressed his pride in representing St. Mary's County, where the center is situated.



Maryland State Senator Roy Dyson

From the time settlers landed on the *Ark* and the *Dove* in 1634, he noted, Southern Maryland has been a unique place, a place of many "firsts." It was the first place in the United States where a woman became an attorney, where a bill allowing religious tolerance was passed, where an African-

American had the right to vote—and now the first place in the nation where such a state-of-the-art, marine-specific fire fighting and safety training facility is located.

Jo Ann Robinson, director of the American Council on Education (ACE), added her congratulations "for this wonderful accomplishment."

It is the ACE which, for the past 25 years, has reviewed the curriculum provided at the Paul Hall Center and has certified courses for college credit.



ACE Director Jo Ann Robinson and SIU Pres. Michael Sacco

She presented a certificate to President Sacco on behalf of her organization for the continuing high quality of courses provided by the school to unlicensed apprentices and upgrading Seafarers alike.

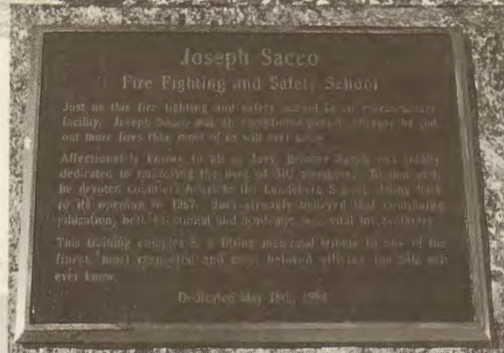
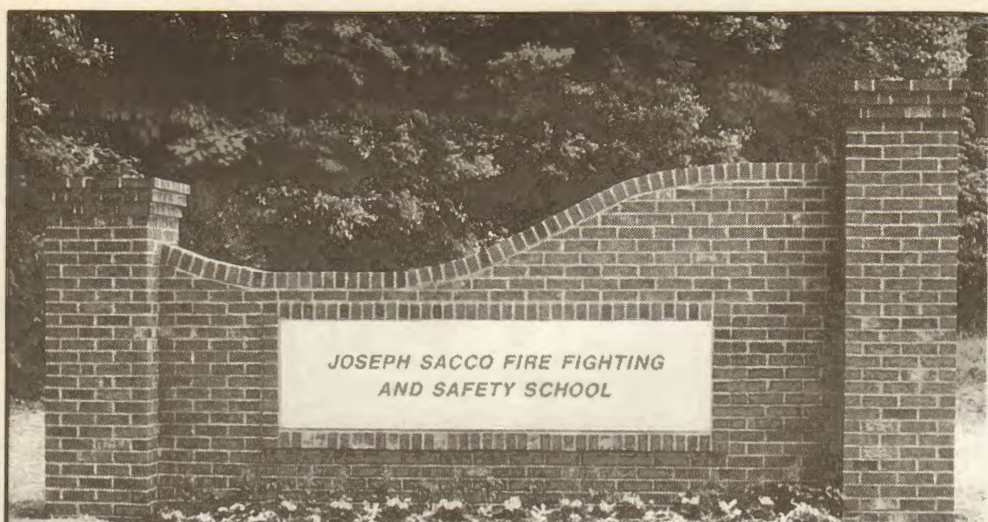
Next up to the podium was Jimmy Hanson, longtime director of health and safety at the Paul Hall Center. Instrumental in the design and construction of the new facility, Hanson expressed

Continued on page 14



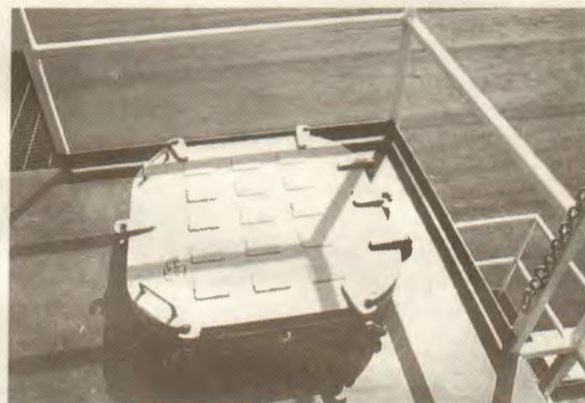
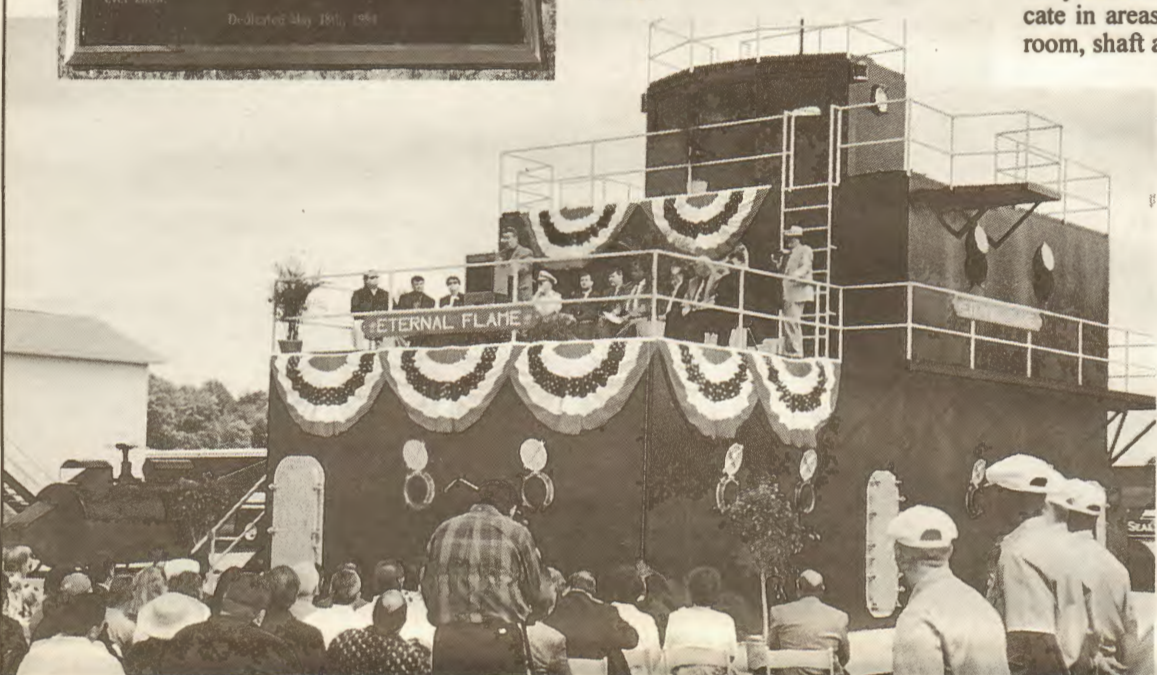
Center Safety Director Jim Hanson and SIU Pres. Michael Sacco

Safety Facilities Designed Spe



LEFT: This plaque recalls the person in whose memory the school is named.

BELOW: Speaking from the 'burn building,' SIU President Michael Sacco explains that the fire fighting school was a longtime vision of his brother, former SIU Exec. VP Joseph Sacco.



The hatches and other features throughout the school are constructed exactly like those aboard ship.



WAS THERE ANY D... flies the Stars and Str

A Proud Day for the SIU

Continued from page 13

his thanks to the school and the county—and "all the people behind the scenes"—for their help in making this dream come true. Hanson then presented Sacco with a unique fire fighting helmet bearing Joey Sacco's name as well as *Eternal Flame*.

Flying in from London to attend



ITF General Sec'y David Cockroft describes the school as a pace-setter that others will follow.

the ceremonial dedication was David Cockroft, ITF general secretary.

In looking over the new training facility, Cockroft noted that the financial contribution given by the ITF was money well spent.

"It is a world-class institution," he said, "the best, most well-equipped facility of its kind anywhere in the world, and the whole maritime community should be proud."

He added that the SIU, under Mike Sacco's leadership, promotes not only the U.S. merchant marine, but also international solidarity. "Whatever their nationality," he said, "seamen have a good friend in the SIU."

He thanked the admirals for the military support the ITF is getting for their work in fighting the runaway-flag system and added that safety and well-trained mariners are fundamental to the quality of shipping.

"Together," he concluded, "we can make a difference."

President Sacco introduced Recertified Steward Carl Poggioli, who won a contest to name the "burn-building vessel" at the Joseph Sacco Fire Fighting and Safety School—the structure where Seafarers will take basic and advanced fire fighting to learn firsthand how to battle blazes. After studying and sorting through more than 175 entries submitted by active and retired Seafarers, judges selected Poggioli's entry—the *Eternal Flame*—as the one which best exemplified the spirit of the school and of Joey's legacy.

Sacco presented Poggioli with a ship's wheel "for naming the vessel and for participating and doing a great job as a union steward."

The *Eternal Flame* was then christened by Judy Sacco, Joey's widow, with the assistance of Poggioli. At the same time, on the other side of the school, next to a pole flying the American flag and between two



Lighting a perpetually burning flame in Joe Sacco's memory on the campus is ITF General Sec'y David Cockroft.

ground markers dedicating the school to the memory of Joe Sacco, an eternal flame was lit by Cockroft.

Finally, the members of the audience toured the new school and equipment to see for themselves the results of an extraordinary vision by a man who strongly believed in the need for vocational training and education for all Seafarers.



Fire fighting clothing stands ready



Water survival training takes place



With a tip from Recertified Steward Carl Poggioli, who suggested the name *Eternal Flame* for the burn building, Judy Sacco (Joe's widow) christens—the structure that is designed to replicate shipboard blazes.



Confined space safety training the school, located in Valley Le

cifically for Training Seafarers

Between these two buildings is an outdoor burn area that features the kinds of pipes and hoses found aboard a tanker as well as a helicopter pad located aboard some vessels. Students again would battle propane-based fires designed to replicate blazes that could occur if a fuel line burst or a chopper experienced problems. (The pad features a full-size helicopter model.)

On the other side of the campus is a structure containing classrooms and water survival training.

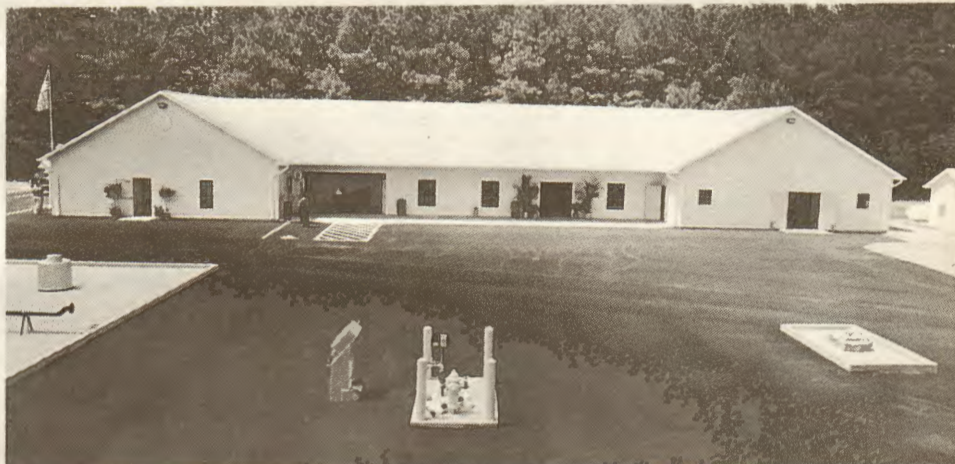
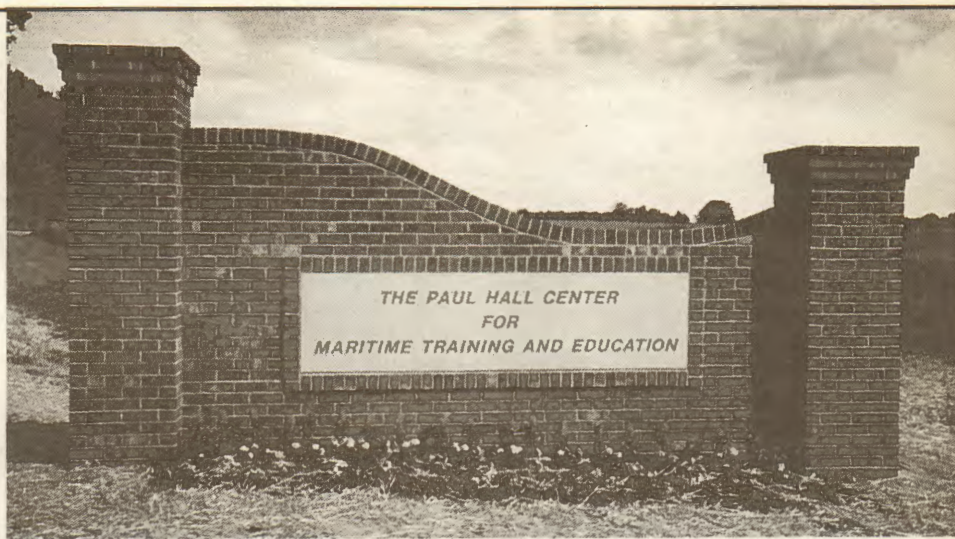
The building features several rooms complete with desks and video monitors for textbook training. Another room is designed to assist upgraders in the use of the breathing apparatus. There also is a lounge area

for students.

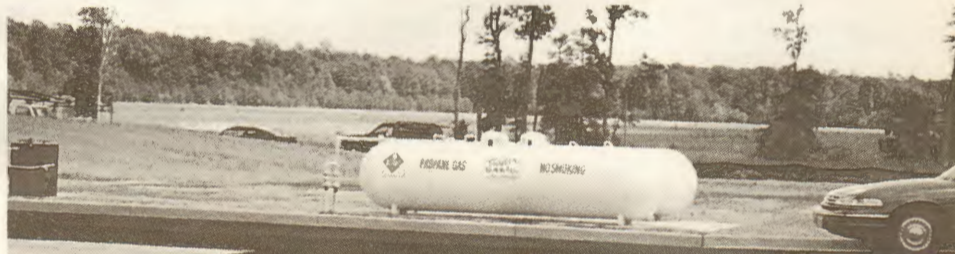
Further in the facility is an indoor pool that will be used for water survival training. The school has the latest in deep sea survival crafts so upgraders will be used to handling these vessels in case an emergency ever develops. Adjacent to this area is a damage control room with a recessed floor to allow training to take place while water rises.

Finally, the campus features a pad for training students on the use of fire extinguishers.

"This is a world-class facility all Seafarers can be proud of," SIU President Michael Sacco noted. "This is like nothing else in the country, specifically designed for mariners. This is another way the Paul Hall Center is ready for the 21st century."



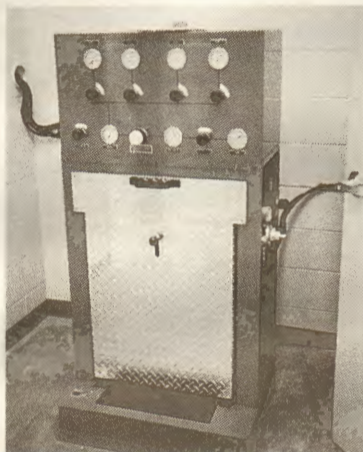
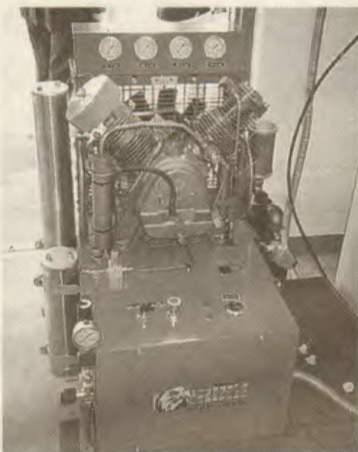
The classroom building will feature both textbook and hands-on training, plus the use of computers and videotapes.



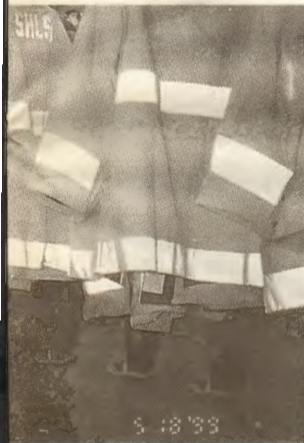
The propane-generated fires will be controlled by instructors. They also will be monitored and gauged by computer sensors.



DOUBT? The *Eternal Flame* ripes.



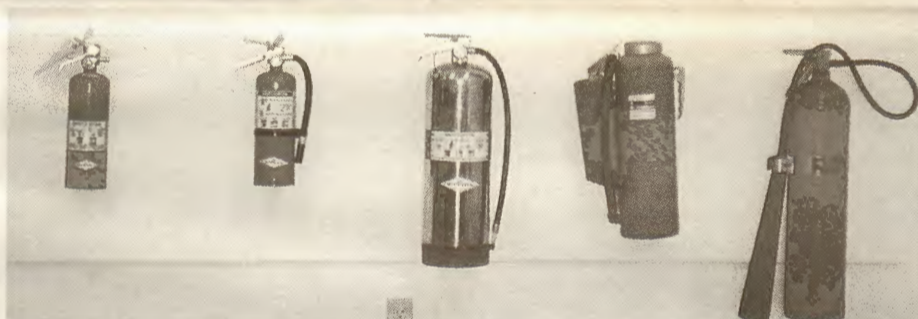
Housed inside the classroom facilities are a compressor room where students will learn to take air samples and service compressors, an area where upgraders will practice using and refilling portable fire extinguishers, and more.



y for use.



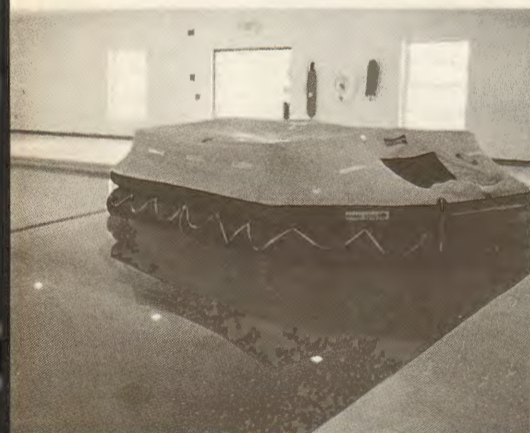
The maze building has a bridge mock-up.



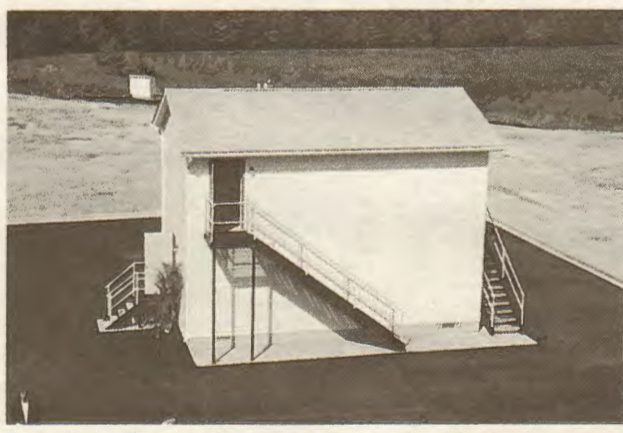
Upgraders will learn how to operate the many types of fire extinguishers.



Water from fire hydrants will enable students to combat a variety of fires.



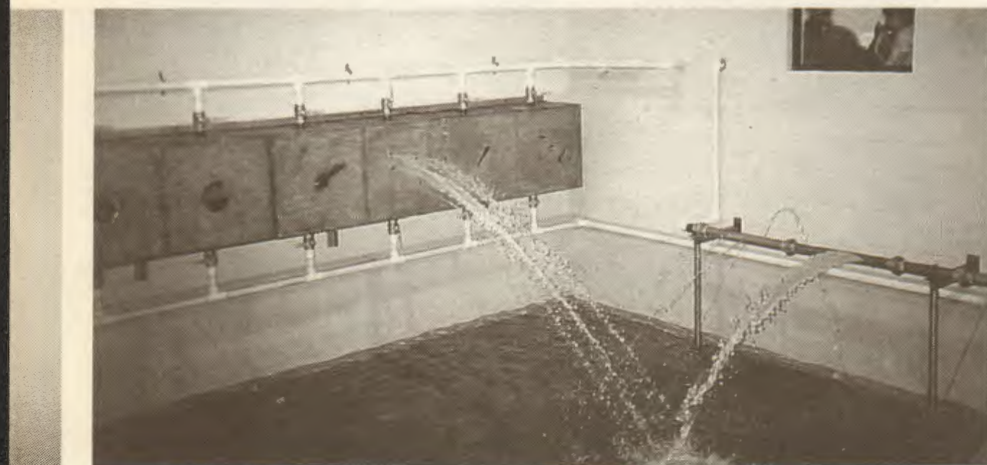
e in state-of-the-art equipment.



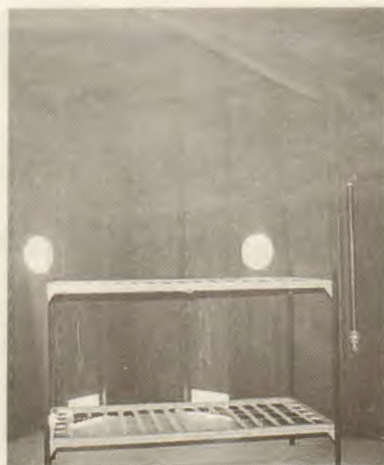
Search and rescue training will occur inside the two-story maze building.



On-site classrooms will allow upgraders to immediately review how they fared in practical training, then go back for more hands-on work.

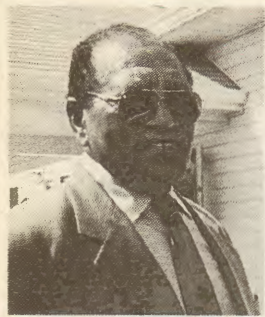


(left photo), damage control (center) and basic and advanced fire fighting (right) are among the courses that will be conducted at [unclear], Md.

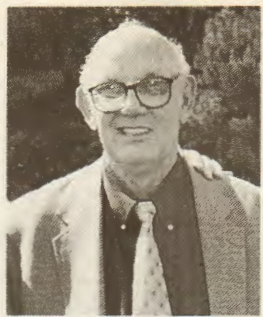


Guests inspect the engine room housed on the first deck of the *Eternal Flame*.

Reactions from Seafarers continued on next page



Rene Lioeanjie
NMU President



John Fay
SIU Exec. VP



Left to right: Recertified Bosun Brian Isenstadt,
Splicer/Joiner Lyle Davis, SIU Pres. Michael Sacco



Left to right: Bosun Hubert Cain,
SIU VP Contracts Augie Tellez,
Bosun John Cain



Al Herberger, Retired
MarAd Administrator



Tim Brown
MM&P President



Mike McKay
AMO President



Larry O'Toole
MEBA President



Jack Caffey
SIU VP Atlantic Coast



Byron Kelley
SIU VP Great Lakes



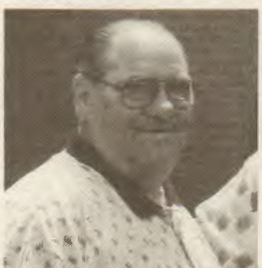
Dean Corgy
SIU VP Gulf Coast



Nick Marrone
SIU VP West Coast



Kermett Mangram
SIU VP Gov't Serv.



Bosun Tom Soresi

'A Priceless Entity'

Seafarers See Many Benefits In New School

After touring the new Joseph Sacco Fire Fighting and Safety School and watching the facility's ceremonial opening May 18, longtime SIU members and new Seafarers alike were emotional in describing its splendor.

"It's a priceless entity to the Paul Hall Center. It's convenient, accessible and superbly well-done," stated AB Al Salazar, who recently joined the SIU.

Like many of his fellow Seafarers, Salazar also commended school and union officials for "making this school happen. I'm very impressed, and I will give 100 percent dedication to (SIU President) Mike Sacco."

QMED Alphonse Thomas, a 34-year member of the SIU, nearly choked up when asked for his opinion of the school. "It just blows me away, makes me proud. I can't find words to describe the feeling," Thomas declared.

Moments later, he explained that he views the new facility as representative of the SIU's progress throughout his career.

"I look at the SIU as a home, and all of our leaders were raised in that same home and family," said the New Orleans-area Seafarer. "The fire fighting school shows how far we've come and how hard we've worked. And it

shows damn good leadership."

Debbie Sutton, an OS upgrading in the Paul Hall Center's AB course, noted she wished all SIU members could have attended the ceremony.

"It was so beautifully done, I'm sorry that not everyone could be here. But the school means a wonderful opportunity for all SIU brothers and sisters. Where else can you get an education like this?" she said.

Both Recertified Bosun Brian Isenstadt and Splicer/Joiner Lyle Davis stated that there is no comparison between the Joseph Sacco Fire Fighting and Safety School and other fire fighting institutions they have examined.

"I've never seen anything like this one," said Isenstadt, who joined the SIU in 1977. "Members can get all their safety training right here. It's a real tribute to Joe."

"Fire fighting is a key requirement for mariners, so this new school is great for us," added Davis.

AB Jerry Foley pointed out that the guest speakers' respective comments "lets us know they're working together with us and that we have a bright future. I enjoyed seeing them at the ceremony."

The speakers included Vice

Admiral James C. Card of the U.S. Coast Guard; Rear Admiral Gordon S. Holder, U.S. Navy, commander Military Sealift Command; U.S. Maritime Administrator Clyde Hart; Maryland State Senator Roy Dyson; Ms. Jo Ann Robinson, director, American Council on Education; and ITF General Secretary David Cockroft.

Foley added that the school "not only will put us on the map, it'll put us at the top. Once we get [more] NMU members here with us, it'll be smooth sailing."

AB George Mazzola expressed similar sentiments. "It's a first-rate school, and I think it will open new doors for us," he said. "It's going to help in ways we haven't yet realized."

QMED Sheldon Greenberg emphasized the uniqueness of the school. "You learn about shipboard fire fighting here, that's what's so great about it. There's not another facility like it in the country," he noted. "I'm very impressed, and I think this helps make my future secure."

"It's so beneficial that the school is built to simulate shipboard fires," echoed AB Denyse Sineath. "The training will be a real-life scenario and will show us what it's really going to be like out there at sea."



SIU of Canada Sec'y-Treasurer Doug McMillan,
SIU Sec'y-Treasurer David Heindel, Retired Bosun "Snake" Williams,
SIU of Canada Pres. Roman Galewicz



Left to right: Felicia Gonzalez, Retiree
Juan Gonzalez,
SIU Pres. Michael Sacco





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.

Two recertified bosuns and one recertified steward are among the 13 Seafarers announcing their retirements this month.

Representing 96 combined years of active union membership, Recertified Bosuns **Arnold J. Eckert** and **Paulino Flores Jr.** and Recertified Steward **Roosevelt Sampson** are graduates of the highest level of training available to members in the deck and steward departments, respectively, at the SIU's training school in Piney Point, Md.

Including the three recertified graduates, six of the retiring Seafarers sailed in the deep sea division, three shipped on inland vessels and four plied the Great Lakes.

Six of the retiring pensioners worked in the deck department, four shipped in the steward department and three sailed as members of the engine department.

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

DEEP SEA



ARNOLD J. ECKERT, 63, first sailed with the Seafarers in 1963. Born in Canada, he worked in the deck department and upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He graduated from the bosun recertification program there in 1974. Prior to his retirement, Brother Eckert sailed aboard the *Sea-Land Anchorage*. He makes his home in Granite Falls, Wash.

ment and upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. He graduated from the bosun recertification program there in 1974. Prior to his retirement, Brother Eckert sailed aboard the *Sea-Land Anchorage*. He makes his home in Granite Falls, Wash.

PAULINO FLORES JR., 51, graduated from the Seafarers Harry Lundeberg School's entry level training program in 1967 and joined the SIU in the port of New York. His first ship was the *Detroit*, operated by Sea-Land Service. Brother Flores sailed in the deck department and upgraded his skills at the school in Piney Point, Md., where he graduated from the bosun recertification course in 1989. He last sailed aboard the *Sea-Land Expedition* and has retired to San Juan, P.R.



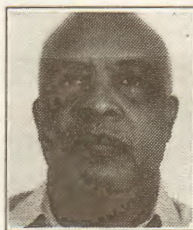
ROBERT A. LANG, 65, began sailing with the Seafarers in 1977 from the port of Jacksonville, Fla. His first ship was the *Columbia*, an Ogden Sea Transport Co. vessel and his last ship was the *Carolina*, operated by NPR, Inc. Born in Connecticut, he sailed in the steward department and upgraded his skills in Piney Point, Md. Brother Lang resides in Jacksonville. From 1950 to 1953, he served in the U.S. Army.

ship was the *Columbia*, an Ogden Sea Transport Co. vessel and his last ship was the *Carolina*, operated by NPR, Inc. Born in Connecticut, he sailed in the steward department and upgraded his skills in Piney Point, Md. Brother Lang resides in Jacksonville. From 1950 to 1953, he served in the U.S. Army.

WILFREDO RAMIREZ, 66, first sailed with the SIU in 1970 in the port of New York. During his union career, he worked in all three departments and upgraded frequently at the training center in Piney Point.



The Puerto Rico native last sailed as a utility deck engine (UDE), aboard the *PFC William B. Baugh*, a Maersk Line, Ltd. vessel. He served in the U.S. Army from 1951 to 1953. Brother Ramirez has retired to the Bronx, N.Y.



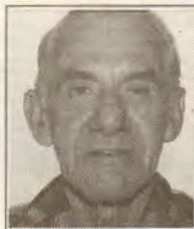
ROOSEVELT SAMPSON, 65, joined the Marine Cooks and Stewards (MC&S) in 1966. He first sailed aboard-

the *Hawaiian Builder*, a Matson Navigation Co. vessel. Born in Arizona, he worked in the steward department and upgraded his skills at the Paul Hall Center for Maritime Training and Education, graduating from the steward recertification program there in 1982. From 1952 to 1955, he served in the U.S. Navy. Brother Sampson last sailed aboard the *President Roosevelt*. He makes his home in Pinole, Calif.

WHEELER M. WASHINGTON, 54, graduated from the Andrew Furuseth Training School in 1965 and joined the Seafarers in the port of New Orleans. His first ship was the *Walter Rice*. Brother Washington worked in the steward department and upgraded frequently at the union's facility in Piney Point, Md. The Alabama native last sailed aboard the *Robert E. Lee*, a Waterman Steamship Corp. vessel. Brother Washington has retired to Mobile, Ala.



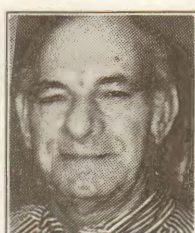
INLAND



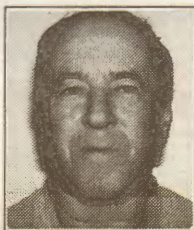
JACOB A. BRYAN, 62, joined the Seafarers in 1959 in the port of Baltimore. During his career, he

worked in all three departments. Boatman Bryan last sailed in 1984 as a chief engineer aboard the *Ranger*, a tug operated by Sonat of Maryland. A native of Maryland, he calls Baltimore home.

HOWARD GROS, 62,



began his career with the SIU in 1970. Boatman Gros sailed primarily with Dixie Carriers as a member of the deck department. A native of Louisiana, he makes his home in Belle Chasse.



ROBERT A. VAN LUVEN, 62, first sailed with the Seafarers in 1970. During his union career, the deck department member held the positions of AB and captain. Boatman Van Luven last sailed in 1985 aboard a National Marine Co. vessel. He was born in Michigan and makes his home in Port Neches, Texas.

ment member held the positions of AB and captain. Boatman Van Luven last sailed in 1985 aboard a National Marine Co. vessel. He was born in Michigan and makes his home in Port Neches, Texas.

GREAT LAKES

CLIFFORD CADREAU, 53, started sailing with the SIU in 1968, aboard the *Philip Minch*, a Kinsman Marine Transit Co. vessel. Born in Detroit, he sailed as a wheelsman in the deck depart-

ment. Prior to his retirement, he worked aboard the *Indiana Harbor*, operated by American Steamship Co. Taylor, Mich. is home to Brother Cadreau.



ARTHUR J. DURFEE, 62, joined the Seafarers in 1961 in the port of Duluth, Minn. The Minnesota native worked in the deck department, last sailing in 1985 aboard a Zenith Dredge Co. vessel. Brother Durfee has retired to Duluth.



EDWARD C. ELDER, 65, began sailing with the SIU in 1976 from the port of Detroit. His first ship was the *Joseph S. Young*, an American Steamship Co. vessel. Born in South Carolina, he worked in the engine department and upgraded his skills at the union's training school in Piney Point, Md. Brother Elder last sailed in 1995 aboard the *St. Clair*, operated by American Steamship Co. He makes his home in Campobello, S.C.

Young, an American Steamship Co. vessel. Born in South Carolina, he worked in the engine department and upgraded his skills at the union's training school in Piney Point, Md. Brother Elder last sailed in 1995 aboard the *St. Clair*, operated by American Steamship Co. He makes his home in Campobello, S.C.

ALI S. SHEMMAN, 62, started his career with the Seafarers in 1965 in the port of Detroit. Born in Yemen, he worked as a member of the engine department. He last sailed in 1994 aboard the *Sam Laud*, an American Steamship Co. vessel. Brother Shemman calls Dearborn, Mich. home.



HMI Petrachem Crew Updated at Shipboard Meeting

Keeping up-to-date on the latest STCW regulations was one of the topics discussed during a recent meeting aboard the *HMI Petrachem* in Wilmington, N.C. Pat Vandergrift, safety director at the SIU hall in Norfolk, Va., provided these photos and reported that several other issues (including food quality, mail service and the *Seafarers LOG*) also were addressed aboard the chemical carrier, operated by IUM. Pictured at right, some of the crew members wait for the meeting to begin. They are (from left) AB Jack Lamotta, AB Paul Cadran, Second Pumpman Oscar Garcia and AB Donley Johnson. Below is the docked vessel in Norfolk.



Above: Posing in the ship's galley are (from left) UA Tim Bixby, Chief Steward John Lee, Chief Cook Clarence Mack and SA Herman Stith. Below: Enjoying their lunch before the start of the meeting are (from left) CPU Nick Aguilera, Bosun Kenny McLamb and OMU George Demetropoulos.



Memorable Vacations Are Made at Piney Point

As many SIU members already have discovered, the Paul Hall Center in Piney Point, Md. offers all the ingredients for a memorable summer vacation—and it's a benefit available only to Seafarers and their families.

The facility, situated on the banks of the St. George's Creek, offers comfortable accommodations, three delicious meals a day, lots of activities and an ideal location from which to take in the local sights.

The Paul Hall Center, which houses the largest training facility for deep sea merchant seafarers, inland waterways boatmen and Great Lake mariners in the United States, is composed of a number of administrative and educational buildings as well as a library and maritime museum and a six-story training and recreation center on more than 60 acres of waterfront property. A number of the rooms in the training and recreation center are set aside each summer for vacationing SIU members and their families.

At the center are a picnic area with grills and tables, outdoor tennis and basketball courts, a health spa (which includes Nautilus, free weights and a universal gym, a sauna and steamroom), an Olympic-size swimming pool, and plenty of picturesque space for peaceful walks or jogs or picnics on the beautifully landscaped grounds.

This peaceful setting provides the opportunity for both water- and land-based expeditions. The center has a marina where vacationers may take a boat out for the day to sail around the region or look for a good fishing spot. With 400 miles of waterline surrounding St. Mary's County, waterborne activities are abundant.

The school's marina also serves as the home of the *Manitou*, a sailboat owned by President John F. Kennedy. The vessel was lovingly restored in 1990 by SIU pensioners. Across the grounds is the Paul Hall Library and Maritime Museum. The library contains more than 17,000 volumes on maritime and labor history, while the museum features a collection of ship models, historical nautical instruments, maritime-related posters from World War II and other union memorabilia.

Nearby are many famous landmarks and other attractions where one may be entertained. There are seafood festivals, arts and crafts exhibits, antique shows, country auctions and fairs—and acre upon acre of unspoiled parkland. Also on the county schedule this summer are flower shows, a soap box derby, golf championship and Civil War reenactments. Or how about a butterfly show, horse tourna-

ment or peach festival?

These are just a fraction of the many activities going on this summer in southern Maryland.

Using the Paul Hall Center as your base, day trips throughout the Washington, D.C. area are a perfect way to make sightseeing more relaxing and fun.

There's something in the area that everyone in the family will find interesting.

And even if you've been to Washington before and visited the Washington Monument and the Lincoln and Jefferson Memorials, there is always something new to see. Even the Washington Monument looks different right now, encased with scaffolding while renovations are being performed. The exhibits at the Smithsonian Institution's many museums—a drive of only about an hour-and-a-half from Piney Point—are always changing. The Air and Space Museum and the museums of natural and American history are all spaced out along the Mall, within easy walking distance of each other. A

couple of the more popular things to do in

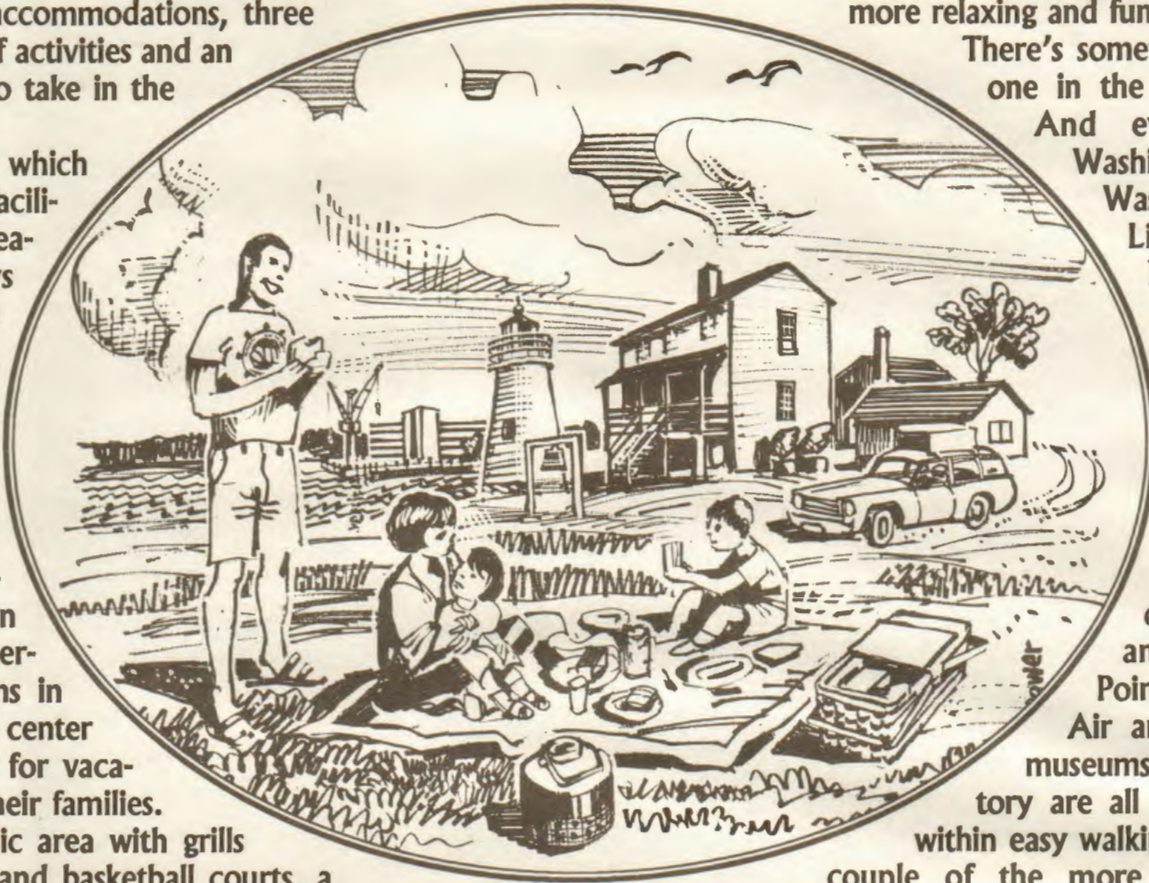
Washington are tour the FBI building and go to the Bureau of Engraving and Printing to watch U.S. money being printed. Of course, there is also National Zoo and its famous panda bear. Everyone loves the zoo!

And unless you've been to Washington within the last couple years, you've probably not visited the monument to President Franklin D. Roosevelt. Encompassing 7.5 acres, it is the first major national memorial erected in honor of a 20th century president.

Baltimore is home to Camden Yards, so you might want to take the family to an Orioles' game. But there also is a terrific aquarium in Baltimore as well as many ethnic areas, each with their own restaurants and shops.

Arlington and Alexandria, Va. are well worth a visit. At Arlington National Cemetery, a moving setting in itself, one can watch the changing of the guard each hour in front of the Tomb of the Unknowns. Mt. Vernon is the home (and burial place) of our first president, George Washington, and tours of his elegant homestead give visitors an idea of just what life was like in the 1700s.

A vacation stay at the Paul Hall Center is limited to two weeks per family. To take advantage of this unique benefit, the first step is to fill in the coupon below and mail it to the Seafarers Training and Recreation Center in Piney Point. The rest, as they say, is history.



SEAFARERS TRAINING & RECREATION CENTER Vacation Reservation Information

Name: _____
 Social Security number: _____ Book number: _____
 Address: _____
 Telephone number: _____
 Number in party / ages of children, if applicable: _____
 Date of arrival: 1st choice: _____ 2nd choice: _____ 3rd choice: _____
 (Stay is limited to a maximum of two weeks)
 Date of departure: _____

Send this completed application to the Seafarers Training & Recreation Center,
 P.O. Box 75, Piney Point, MD 20674.

699

UNION MEMBER VACATION RATES

A vacation stay at the Paul Hall Center may not exceed two weeks per family.

Member	\$40.00/day
Spouse	10.00/day
Child	10.00/day

Note: There is no charge for children 11 years of age or younger. The prices listed above include all meals.

Dispatchers' Report for Deep Sea

APRIL 16 — MAY 15, 1999

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	25	9	8	23	7	3	6	56	22	16
Philadelphia	7	2	1	2	2	2	0	12	8	2
Baltimore	10	2	1	4	6	2	3	12	1	0
Norfolk	10	15	11	15	8	4	3	22	22	14
Mobile	14	6	2	10	6	2	1	25	12	4
New Orleans	19	14	5	18	13	4	8	27	16	10
Jacksonville	29	17	13	31	19	7	11	54	19	19
San Francisco	28	13	2	17	18	1	11	46	14	3
Wilmington	28	11	10	18	5	2	6	49	19	13
Tacoma	24	7	3	21	5	2	12	45	9	11
Puerto Rico	8	7	7	12	6	3	4	15	5	4
Honolulu	17	9	4	4	5	6	3	20	10	0
Houston	29	13	8	22	9	4	12	45	23	11
St. Louis	0	4	0	1	2	1	1	0	3	2
Piney Point	2	0	4	3	1	0	0	3	1	8
Algonac	2	1	2	1	1	2	0	1	0	0
Totals	252	130	81	202	113	45	81	432	184	117
ENGINE DEPARTMENT										
New York	9	10	2	10	8	1	5	15	10	4
Philadelphia	2	0	0	1	4	0	0	5	1	0
Baltimore	2	5	1	2	3	2	0	4	6	2
Norfolk	10	9	5	6	4	1	2	12	15	6
Mobile	10	9	1	5	4	1	3	13	8	0
New Orleans	9	13	1	7	9	1	6	11	13	4
Jacksonville	23	6	3	13	10	1	7	39	16	4
San Francisco	16	2	3	9	4	1	5	21	4	3
Wilmington	5	8	2	4	5	3	3	17	9	2
Tacoma	18	3	2	9	6	2	3	26	5	3
Puerto Rico	4	0	1	4	4	1	3	7	2	1
Honolulu	7	6	3	3	4	6	0	9	11	2
Houston	18	5	2	18	5	1	5	19	12	2
St. Louis	2	1	1	0	1	1	2	4	2	0
Piney Point	2	2	1	4	1	1	0	3	6	0
Algonac	1	2	1	0	2	1	0	1	0	0
Totals	138	81	29	95	74	24	45	206	120	33
STEWARD DEPARTMENT										
New York	13	2	0	10	6	0	9	21	8	0
Philadelphia	1	2	0	2	1	0	0	2	3	0
Baltimore	4	0	0	1	0	0	0	3	1	1
Norfolk	8	8	1	9	4	1	3	14	17	3
Mobile	6	5	0	2	1	0	1	11	5	0
New Orleans	7	5	1	4	9	0	5	8	9	3
Jacksonville	16	5	4	18	8	1	8	32	10	6
San Francisco	32	3	0	16	3	0	8	54	8	1
Wilmington	19	4	2	18	2	3	5	30	6	2
Tacoma	14	0	0	10	2	0	7	31	1	0
Puerto Rico	3	1	0	1	1	0	1	4	3	0
Honolulu	13	5	15	8	7	12	5	17	6	13
Houston	19	5	3	7	2	1	5	22	5	3
St. Louis	0	0	0	1	0	0	0	0	1	1
Piney Point	1	5	0	3	3	0	0	4	3	0
Algonac	1	0	0	0	0	0	0	1	1	0
Totals	157	50	26	110	49	18	57	253	90	33
ENTRY DEPARTMENT										
New York	6	23	14	4	12	10	0	11	65	27
Philadelphia	0	0	3	0	2	0	0	0	1	8
Baltimore	1	1	1	0	1	0	0	1	3	3
Norfolk	3	13	11	0	6	5	0	3	22	18
Mobile	1	5	0	1	6	0	0	1	11	2
New Orleans	3	6	6	4	8	3	0	5	14	14
Jacksonville	4	14	8	4	13	6	0	9	24	16
San Francisco	10	15	2	3	10	4	0	15	30	3
Wilmington	7	11	7	3	4	2	0	12	21	15
Tacoma	6	15	6	4	14	2	0	9	18	6
Puerto Rico	2	2	3	2	1	2	0	7	4	4
Honolulu	7	26	56	6	22	57	0	7	40	90
Houston	2	9	4	2	8	4	0	4	20	16
St. Louis	0	1	0	0	2	0	0	0	3	0
Piney Point	0	22	8	0	9	11	0	0	27	9
Algonac	0	1	0	0	0	1	0	0	1	0
Totals	52	164	129	33	118	107	0	84	304	231
Totals All Departments	599	425	265	440	354	194	183	975	698	414

**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.

July & August 1999 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney PointTuesday: July 6*; Monday: August 2
(*change created by Independence Day holiday)

AlgonacFriday: July 9, August 6

BaltimoreThursday: July 8, August 5

DuluthWednesday: July 14, August 11

HonoluluFriday: July 16, August 13

HoustonMonday: July 12, August 9

JacksonvilleThursday: July 8, August 5

Jersey CityWednesday: July 21, August 18

MobileWednesday: July 14, August 11

New BedfordTuesday: July 20, August 17

New OrleansTuesday: July 13, August 10

New YorkTuesday: July 6, August 3

NorfolkThursday: July 8, August 5

PhiladelphiaWednesday: July 7, August 4

San FranciscoThursday: July 15, August 12

San JuanThursday: July 8, August 5

St. LouisFriday: July 16, August 13

TacomaFriday: July 23, August 20

WilmingtonMonday: July 19; Tuesday, August 17*

(*change created by Paul Hall birthday holiday)

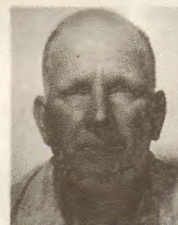
Each port's meeting starts at 10:30 a.m.

Personals

THOMAS J. VAIN

Please contact your brother, Joseph, at (410) 563-0329 — urgent.

THOSE WHO KNEW ROBERT A. BUTLER



The family of Robert A. Butler would appreciate hearing from anyone who knew him and who would be willing to share information about their dear departed uncle. Please direct correspondence to: Dr. Robert F. Butler, 10014 Canterbury Farms Ct., St. Louis, MO 63128.

LOG-A-RHYTHMS

Reflections
by Harry T. Scholer

A gaze at himself in the mirror

Crowfoot lines by his eyes

Skin slowly turning to leather

Old age and time, how it flies.

Once a boy on the bank of the river

Watching ships as they stood out to sea

Dreaming of faraway places

A life of adventure, carefree.

From home to a berth in the Navy

Foreign ports beckon and call

Sailing four years on the ocean

A seaman now, for the long haul.

Merchant ships of all kind and description

Years spent crossing the sea

A mariner as his profession

Was all he wanted to be.

In time though he's grown a bit wiser

Home and family beckon and call

A few more years on the ocean

An ex-seaman now, for the long haul.

Harry T. Scholer sailed with the SIU for a number of years and is now a second mate aboard the tug Independence.

**Seafarers International Union
Directory**

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

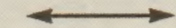
Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermet Mangram
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

DULUTH

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

1057 Fernandez Juncos Ave., Stop 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

APRIL 16 — MAY 15, 1999

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	28	10	0	7	1	0	21	9
ENGINE DEPARTMENT									
Algonac	0	12	5	0	6	2	0	6	3
STEWARD DEPARTMENT									
Algonac	0	8	3	0	1	0	0	7	3
ENTRY DEPARTMENT									
Algonac	0	11	31	0	1	6	0	10	25
Totals All Depts	0	59	49	0	15	9	0	44	40

**"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

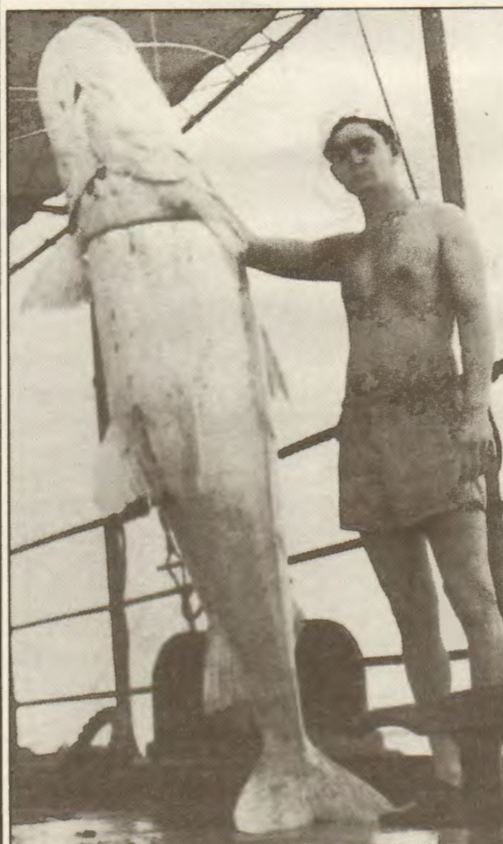
APRIL 16 — MAY 15, 1999

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	2	1	10	2	0	5	2	3	17
Lakes, Inland Waters	43	0	0	10	0	0	33	0	0
West Coast	5	1	5	5	0	2	9	2	12
Totals	50	2	15	17	0	7	44	5	29
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	1	0	0	0	0	0	1
Lakes, Inland Waters	24	0	0	5	0	0	19	0	0
West Coast	0	0	0	1	0	0	0	0	0
Totals	24	0	1	6	0	0	19	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	19	0	0	4	0	0	15	0	0
West Coast	0	0	1	0	0	2	0	0	2
Totals	19	0	1	4	0	2	15	0	2
Totals All Depts	94	2	17	27	0	9	78	5	32

**"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



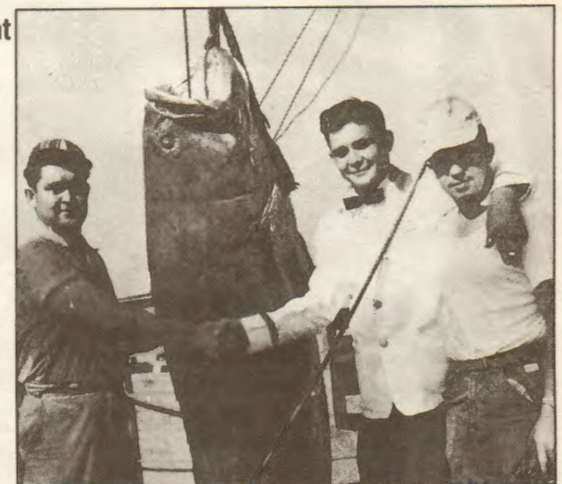
These photos were sent to the *Seafarers LOG* by Pensioner **Richard McAll** of Saraland, Ala. He joined the SIU in 1947 and sailed in all departments, most recently in the deck department.

The photo on the left was taken in 1949 when McAll caught a giant 260-pound freshwater catfish while fishing in the Surinam River near Paranas in Dutch Guiana.

He was sailing aboard the *SS Alcoa Planter*, which was doing shuttle duty between the British West Indies and Canada.

The photo on the right is of McAll (in waiter's uniform) and his brother, Edward (left). Together, they reeled in a 240-pound grouper while at anchor in Trinidad on the *Alcoa Cavalier*. (Also in the photo is crew member George Dean). It took three hours and 15 minutes to land the fish, McAll remembers.

McAll, who retired in 1986, is enjoying his life in Alabama and claims he is now a househusband—and a good one at that. "I must be doing something right," he told a reporter for the *Seafarers LOG*, "because my wife just bought me a brand new truck."



Final Departures

DEEP SEA

GERMAN ABAN



Pensioner German Aban, 95, passed away March 20. Born in Puerto Rico, he joined the Seafarers in 1951 in the port of Norfolk, Va. His first ship was the *Southern Counties*. Brother Aban sailed in the steward department. A veteran of World War II, he served in the U.S. Navy from 1923 to 1945. He was a resident of Chesapeake, Va. and began receiving his pension in September 1977.

EDMUND ABUALY



Pensioner Edmund Abualy, 77, died March 14. A native of Portugal, he started his career with the SIU in 1941 in the port of Jacksonville, Fla. He sailed in the deck department and upgraded at the Lundeberg School in Piney Point, Md., where he graduated from the bosun recertification program in 1975. Brother Abualy was a resident of Woodbury, N.J. and retired in August 1986.

PEDRO L. AGTUCA



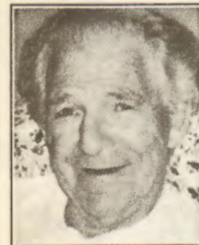
Pensioner Pedro L. Agtuca, 86, passed away April 2. Born in the Philippines, Brother Agtuca began his career with the Seafarers in 1943 from the port of New York. He sailed in the steward department as a chief cook. A resident of Port St. Lucie, Fla., he started receiving his pension in May 1971.

BAYARD W. BALDWIN



Pensioner Bayard W. Baldwin, 66, died April 14. Born in Oklahoma, he first sailed with the SIU in 1963. During his union career he worked in the deck department aboard both inland and deep sea vessels. Prior to his retirement in October 1997, he sailed on the *Liberty Sea*, operated by Liberty Maritime. From 1952 to 1955, he served in the U.S. Navy. Brother Baldwin made his home in Colorado Springs, Colo.

CARL H. BARBER



Pensioner Carl H. Barber, 90, passed away February 20. Brother Barber joined the Marine Cooks & Stewards (MC&S) in the late 1940s in the port of Los Angeles. Born in Illinois, he was a resident of Lomita, Calif. and began receiving his pension in April 1970.

VALENTINE H. BENNER

Pensioner Valentine H. Benner, 84, died April 16. He started his career with the Seafarers in 1948 in his native New York, first sailing in the deck department and later transfer-



ring to the steward department. During his career, he upgraded in Piney Point, Md. and was active in union organizing drives. A resident of Daytona Beach, Fla., Brother Benner retired in August 1976.

BENSON L. BRATTON

Pensioner Benson L. Bratton, 78, passed away January 27. Born in Massachusetts, Brother Bratton joined the MC&S in 1970 in the port of Los Angeles, sailing as a member of the steward department. He was a veteran of World War II, having served in the U.S. Air Force from 1943 to 1945. The Los Angeles resident began receiving his pension in February 1986.

RUBIN M. CANONIZADO

Pensioner Ruben M. Canonizado, 75, died March 8. Born in the Philippines, he graduated from the MC&S training school in 1966 in Santa Rosa, Calif. and joined the MC&S in the port of San Francisco. His first ship was the *Hawaiian Motorist*, a Matson Navigation Co. vessel. A resident of San Francisco, Brother Canonizado sailed in the steward department and started receiving his pension in 1988.

WAYNE T. COLE



Pensioner Wayne T. Cole, 71, passed away April 2. A native of Wisconsin, he first sailed with the Seafarers in 1959. Brother Cole worked in the engine department and upgraded frequently at the Lundeberg School. From 1949 to 1953, he served in the U.S. Navy. A resident of Bay City, Ore., he retired in July 1989.

DONALD R. CONN

Pensioner Donald R. Conn, 84, died recently. Brother Conn joined the MC&S in 1957 in the port of San Francisco. He first shipped aboard the *Matsonia*, a Matson Navigation Co. vessel. Born in Iowa, he sailed in the steward department as a chief steward. He was a veteran of World War II, serving in the Army and Navy from 1939 to 1945. He lived in Cave Junction, Ore. and began receiving his pension in March 1982.

ROGER S. COWPERTHWAITTE



Pensioner Roger S. Cowperthwaite, 75, passed away February 18. Born in West Virginia, he started his career with the Seafarers in 1943 in the port of Baltimore. Brother Cowperthwaite sailed as a member of the steward department and retired in October 1979. He was a resident of Retsil, Wash.

FRANCIS T. DICARLO



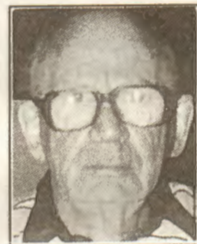
Francis T. DiCarlo, 37, died February 27. A native of New York, he graduated from the Harry Lundeberg School's entry-level training program in 1980 and joined the SIU in the port of Piney Point, Md. His

first ship was the *Sea-Land Philadelphia*. Brother DiCarlo sailed in the steward department. He upgraded his skills to become a recertified steward in 1995. He was a resident of Green Cove Springs, Fla.

VINCENZO P. DIGIACOMO

Pensioner Vincenzo P. DiGiacomo, 82, passed away February 25. He started his career with the Seafarers in 1940 in the port of Baltimore. Born in New York, he worked in the engine department, last sailing as a chief electrician. During his career, he was active in union organizing drives and attended educational conferences in Piney Point, Md. He was a veteran of World War II, having served in the U.S. Army from 1942 to 1945. Brother DiGiacomo was a resident of Phoenix, Ariz. He retired in December 1970.

GILBERT S. DOERNER



Pensioner Gilbert S. Doerner, 87, died March 3. Born in Pennsylvania, he sailed with the MC&S. Brother Doerner worked in the steward department, most recently as a chief steward. A resident of Huntington Beach, Calif., he began receiving his pension in February 1975.

EDWARD M. ELLIS



Pensioner Edward M. Ellis, 75, passed away April 8. Brother Ellis began his career with the Seafarers in 1961 from the port of Jacksonville, Fla., sailing aboard the *Sword Knot*. The Georgia native worked in the deck department and upgraded his skills at the Harry Lundeberg School. From 1941 to 1960, he served in the U.S. Navy. The Jacksonville resident retired in April 1989.

PEDRO A. GARCIA

Pensioner Pedro A. Garcia, 85, died February 12. He started his career with the MC&S in 1945, sailing aboard the *Virginian*. Born in Puerto Rico, he sailed as a member of the steward department. He made his home in Houston. Brother Garcia began receiving his pension in February 1969.

RAUL A. GOTAY



Pensioner Raul A. Gotay, 58, passed away March 13. Born in Puerto Rico, he began his career with the Seafarers in 1969 from the port of New York, first sailing aboard the *Sea-Land Houston*. He started working in the engine department and later transferred to the steward department. He also upgraded his skills in Piney Point. Prior to his retirement in December 1997, Brother Gotay sailed as a chief cook aboard the *Sea-Land Producer*. He was a resident of Gainesville, Fla.

JAMES M. HEROD

Pensioner James M. Herod, 79, passed away December 29, 1998. Brother Herod joined the MC&S in 1945 in the port of Seattle. He worked in the steward department, last sailing aboard the *President Harrison*, operated by American

President Lines. The Oklahoma native served in the U.S. Army from 1940 to 1941. He was a resident of Compton, Calif. and began receiving his pension in September 1979.

WILLIAM B. H. HOM

Pensioner William B. H. Hom, 86, died February 4. He started his career with the MC&S in 1938 in the port of San Francisco, sailing aboard the *President Taft*, an American President Lines (APL) vessel. Born in China, he worked in the steward department. Prior to his retirement in April 1969, he was aboard another APL ship, the *President Wilson*. Brother Hom was a resident of San Francisco.

ARMAS E. JANSSON



Pensioner Armas E. Jansson, 95, passed away March 23. Born in Finland, he joined the Seafarers in 1944 in the port of New York. During his career, he sailed in the deck department and was active in union organizing drives. A resident of Worcester, Mass., Brother Jansson started receiving his pension in August 1972.

WILLIAM KARPIAK



Pensioner William Karpiak, 77, died March 25. A native of Pennsylvania, he started his career with the SIU in 1958 in the port of New Orleans. His first ship was the *Del Norte*. Brother Karpiak worked in the steward department, last sailing as a chief steward. A resident of Manchester, N.H., he retired in February 1987.

BIERNEY R. KAZMIERSKI



Pensioner Bierney R. Kazmierski, 72, passed away February 11. Brother Kazmierski joined the Seafarers in 1944 in the port of New York. The Michigan native sailed in the deck department and upgraded his skills. From 1946 to 1957, he served in the U.S. Army. He was a resident of Livingston, Mich. and started receiving his pension in April 1987.

JERRY Z. MILLER



Pensioner Jerry Z. Miller, 77, passed away March 19. A native of Louisiana, he joined the Seafarers in 1940 in the port of New Orleans. His first ship was the *Afoundria*, operated by Waterman Steamship Corp. He sailed in the steward department and retired in October 1990. A veteran of World War II, he served in the U.S. Navy from 1942 to 1945. Brother Miller was a resident of New Orleans.

FRED A. OLSON

Pensioner Fred A. Olson, 77, died April 3. Born in Washington, he started his career with the SIU in 1951 in the port of New York. He started working in the steward department, later transferring to the



deck department. Brother Olson upgraded his skills and graduated from the bosun recertification program in 1973. During his career, he was active in union organizing drives and projects. He served as a delegate to the 1984 Crews Conference in Piney Point. Brother Olson last sailed aboard the *SS Constitution*. A resident of Las Vegas, Nev., he began receiving his pension in May 1986.

JACK C. PROCELL



Pensioner Jack C. Procell, 75, passed away March 17. A native of Louisiana, he joined the Seafarers in 1946 in Port Arthur, Texas. Brother Procell sailed in the deck department and retired in March 1982. He was a World War II veteran, having served in the U.S. Navy from 1942 to 1945. Brother Procell was a resident of Metairie, La.

ALFRED SMITH



Pensioner Alfred Smith, 74, died recently. Brother Smith began sailing with the SIU in 1958 from the port of New York. A native of Florida, he worked in the steward department, last sailing aboard the *Merrimac*. He served in the U.S. Navy during World War II. Brother Smith started receiving his pension in November 1989 at his home in Thonotosassa, Fla.

HENRY THOMAS

Henry Thomas, 68, passed away February 27. A native and resident of Mobile, Ala., he started his career with the SIU in 1967. Brother Thomas worked in the steward department, last sailing in 1983. From 1953 to 1954, he served in the U.S. Army.

MICHAEL J. THOMAS

Pensioner Michael J. Thomas, 82, died March 6. He first sailed with the Seafarers in 1951. The Maryland native worked in the steward department as a chief cook, last sailing aboard the *Sea-Land Pacer*. A resident of Baltimore, he began receiving his pension in November 1984.

MALCOLM THOMPSON



Pensioner Malcolm Thompson, 62, died February 6. Brother Thompson began sailing with the Seafarers in 1960 from the port of New Orleans, aboard the *Del Santos*. The Louisiana native worked in the steward department as a chief cook. He retired in October 1991 in New Orleans.

ISADORE N. TOPAL

Pensioner Isadore N. Topal, 79, passed away January 21. A native of Greece, he joined the SIU in 1955 in the port of Norfolk, Va., sailing aboard the *High Point Victory*. Brother Topal worked in the engine department, last sailing aboard the *Ogden Traveler*. Following his retire-

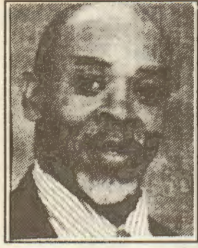
Continued on page 22

Final Departures

Continued from page 21

ment in July 1984, he returned to Chios, Greece to live.

JOSEPH M. "JOE" TUCKER



Pensioner Joseph M. "Joe" Tucker, 63, passed away April 1. Born in California, he graduated from the MC&S training school in 1961 in Santa

Rosa, Calif. and joined that Union in the port of San Francisco. Brother Tucker sailed in the steward department and upgraded to chief cook in Piney Point, Md. Prior to his retirement in June 1996, he worked aboard the *President Eisenhower*, an APL vessel. From 1954 to 1957, he served in the U.S. Army. Brother Tucker was a resident of Suisun City, Calif.

GRACIANO A. ULEP

Pensioner Graciano A. Ulep, 89, died February 16. Brother Ulep joined the MC&S in 1941 in the port of San Francisco. His first ship was the *President Cleveland*. Born in the Philippine Islands, the steward department member last sailed aboard the *Santa Monica*. A resident of French Camp, Calif., he began receiving his pension in January 1973.

GEORGE VEGA

Pensioner George Vega, 80 passed away January 21. A native of Hawaii, he began sailing in the steward department with the MC&S in 1943 from the port of San Francisco. His first ship was APL's *President Johnson*. Prior to his retirement in January 1975, he worked on another APL vessel, the *President Polk*. Brother Vega was a resident of Honolulu.

PATRICK F. VIEIRA

Pensioner Patrick F. Vieira, 75, died February 22. He started his career with the Seafarers in 1943 in the port of New York, sailing aboard the *William Wirt*, an Alcoa Steamship Co. vessel. Born in Trinidad, he worked in the steward department and was active in union organizing drives. Brother Vieira was a resident of Clermont, Fla. He retired in June 1964.

MICHAEL VENTRY

Michael Ventry, 49, passed away February 4. A native of Louisiana, he graduated from the Harry Lundeberg School's entry-level training program in 1969 and joined the SIU in the port of New Orleans. His first ship was the *Trenton*, a Sea-Land Service vessel. Brother Ventry sailed in the deck department and upgraded at the school, where he graduated from the bosun recertification program in 1981. He was a resident of New Orleans.

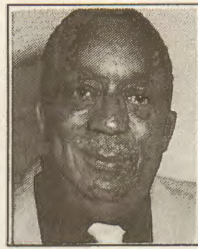
JAMES D. WHITTINGTON

Pensioner James D. Whittington, 85, died January 14. Born in Texas, he started his career with the MC&S in 1946, sailing aboard the *Irving M. Scott*. Prior to his retirement in July 1973, the steward department member signed off the *Mariposa*. Brother Whittington was a resident of Oakland, Calif.

LUM F. "WILLIAM" WONG

Pensioner Lum F. "William" Wong, 75, passed away October 10, 1998. He joined the MC&S in the port of San Francisco in the 1940s. Born in China, he became a resident of San Francisco. Brother Wong began receiving his pension in August 1973.

JOHN WRIGHT



Pensioner John Wright, 79, died February 3. Born in Michigan, he began his career with the MC&S in 1946 from the port of San Francisco.

Brother Wright sailed as a member of the steward department. A resident of Vallejo, Calif., he retired in December 1974.

JOACHIM YANISSES



Pensioner Joachim Yanisses, 87, passed away January 5. Born in Greece, Brother Yanisses joined the SIU in 1950 in the port of

New York. He sailed in the engine department and returned to his native country when he retired in June 1970.

BECKETT YOUNG

Beckett Young, 44, died April 5. Born in South Carolina, he began his career with the Seafarers in 1991 from the port of San Francisco, sailing aboard the *USNS Wilkes*. He sailed in the engine department and upgraded his skills at the Paul Hall Center for Maritime Training and Education. From 1976 to 1982, he served in the U.S. Army.

LEONARD J. "LENNY" ZIMMERMAN



Leonard J. "Lenny" Zimmerman, 50, passed away January 23. He started his career with the Seafarers in 1992, sailing aboard the *Sea-*

Land Anchorage. Born in Ohio, he worked in the deck department. Brother Zimmerman last sailed aboard the *Liberty Wave*. He was a resident of Seattle.

INLAND

JOHN E. BROWN

Pensioner John E. Brown, 84, passed away March 18. He started his career with the Seafarers in 1968 in the port of Norfolk, Va. The Virginia native sailed as a tugboat captain. A veteran of World War II, he served in the U.S. Coast Guard from 1941 to 1942. Boatman Brown was a resident of Port Haywood, Va. and began receiving his pension in April 1985.

CARL HARRIS



Pensioner Carl Harris, 72, died October 28, 1998. Boatman Harris began sailing with the SIU in 1957 from the port of Baltimore. A native of

Tennessee he worked as an engineer. He retired in April 1997 to Erwin, Tenn.

MORGAN A. HARRIS

Pensioner Morgan A. Harris, 75, passed away April 11. A native of Texas, he joined the Seafarers in 1944. Boatman Harris started sailing in the deep sea division and later transferred to inland vessels. He



worked in the deck department, last sailing as a captain. During his career, he was active in union organizing drives. Brother Harris lived in Huffman, Texas and began receiving his pension in December 1985.

FLOYD C. HAYNES



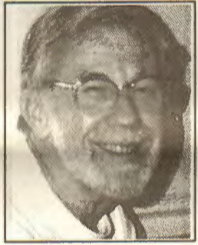
Pensioner Floyd C. Haynes, 78, died April 4. Born in Tennessee, he first sailed with the SIU in 1980, aboard the *Sugar Island*, a North

American Trailing Co. vessel. Boatman Haynes sailed in the engine department. He was a veteran of World War II, having served with the Army Transport Service from 1943 to 1945. A resident of Tampa, Fla., he retired in March 1991.

LLOYD S. JARRETT

Pensioner Lloyd S. Jarrett, 78, passed away March 11. He first sailed with the SIU in 1962. Boatman Jarrett worked primarily with Radcliff Materials and began receiving his pension in August 1977. He was a resident of Morgan City, La.

THOMAS D. NESMITH



Thomas D. Nesmith, 58, died February 19. A native of Alabama, he began his career with the Seafarers in 1995. Boatman Nesmith sailed

primarily with Penn Maritime as a tankerman and upgraded his skills at the Paul Hall Center for Maritime Training and Education. He was a resident of Lakeland, Fla.

FRANCIS P. O'CONNELL



Pensioner Francis P. O'Connell, 75, passed away April 13. Born in New York, he started his career with the SIU in 1965 in the port of

Norfolk, Va. Boatman O'Connell worked in the deck department, last sailing aboard a McAllister Towing Co. vessel. He served in the U.S. Navy from 1942 to 1963. A resident of Virginia Beach, Va., he began receiving his pension in December 1987.

DAVID C. RICKARDS



David C. Rickards, 66, died February 18. Boatman Rickards joined the Seafarers in 1969 in the port of Philadelphia. During his career, he sailed

in both the deck and steward departments. The Pennsylvania native served in the U.S. Air Force from 1952 to 1953. He was a resident of Shunk, Penn. and Estelle Manor, N.J.

OBDULIO ROSARIO

Pensioner Obdulio Rosario, 76, passed away December 18, 1998. He started his career with the SIU in

1976 in his native Puerto Rico. He worked in the deck department, last sailing aboard a Crowley Towing & Transportation Co. vessel. A resident of Rio Piedras, P. R., Boatman Rosario began receiving his pension in June 1991.

JOHN E. SOUTHARD

Pensioner John E. Southard, 63, died March 27. A native of Pennsylvania, he joined the Seafarers in 1961 in the port of Philadelphia. He sailed as a captain and upgraded his skills at the union's facility in Piney Point, Md. Prior to his retirement in February 1998, Boatman Southard sailed aboard a Moran Towing Co. vessel. He makes his home in Medford, N.J. From 1958 to 1960, he served in the U.S. Army.

WILLIAM F. STILL

William F. Still, 31, passed away February 27. Born in Louisiana, he began his career with the SIU in 1989 from the port of New Orleans, sailing aboard the *Delta Queen*. Boatman Still sailed in the engine department and was active in union organizing drives. From 1985 to 1988, he served in the U.S. Navy. He was a resident of New Orleans.

GREAT LAKES

MILDRED G. BAILEY



Pensioner Mildred G. Bailey, 86, passed away February 23. Sister Bailey started her career with the SIU in 1952 in the port of

Frankfort, Mich. The Michigan native sailed as a member of the steward department and started receiving her pension in October 1975. She was a resident of Palatine, Ill.

ANTHONY D. BOURRIE

Anthony D. Bourrie, 46, died June 25, 1998. Born in Florida, he began sailing with the Seafarers in 1971 from the port of Duluth, Minn. Brother Bourrie sailed as a member of the steward department. He was a resident of Jacksonville, Fla.

JOHN J. DOYLE



Pensioner John J. Doyle, 89, passed away February 17. A native of Michigan, he joined the Seafarers in 1961 in the port of Detroit.

Brother Doyle sailed in the deck department. A resident of Sault Ste. Marie, Mich., he began receiving his pension in July 1974.

EDMOND J. GAGNE



Pensioner Edmond J. Gagne, 87, died October 5, 1998. Brother Gagne started his career with the SIU in 1949 in the port of Alpena, Mich.

Born in Canada, he sailed in the deck department and retired in June 1976. He was a resident of Englewood, Fla.

JOHN J. GRANLUND

Pensioner John J. Granlund, 78, passed away February 15. Born in Wisconsin, he began sailing with the Seafarers in 1951 aboard the *Joe S.*

Morrow, operated by Red Arrow Steamship Co. Brother Granlund worked in the engine department, last sailing aboard the *G.A. Tomlinson*, an Oglebay Norton Co. vessel. A resident of South Range, Wis., he started receiving his pension in December 1985.

HUGH J. MacINNIS

Pensioner Hugh J. MacInnis, 93, died April 3. He first sailed with the SIU in 1950. Brother MacInnis worked primarily aboard vessels operated by Dunbar & Sullivan Dredging Co. as a member of the deck department. A resident of Allen Park, Mich., he began receiving his pension in June 1982.

WILLIAM E. YOCKEY

William E. Yockey, 71, died January 15. Brother Yockey joined the Seafarers in 1977 in the port of Alpena, Mich., sailing aboard the *E.M. Ford*, operated by Huron Cement Div. The Michigan native sailed as a member of the engine department. From 1946 to 1947, he served in the U.S. Air Force. He was a resident of Alpena.

ATLANTIC FISHERMEN

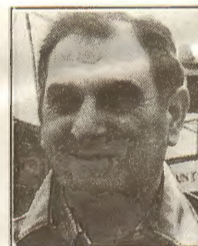
JOSEPH CALOMO



Pensioner Joseph Calomo, 85, passed away February 2. Brother Calomo joined the Fishermen's Union before it merged with the AGLIWD in

1981. Born in Italy, he became a resident of Gloucester, Mass. He sailed as a captain. Brother Calomo started receiving his pension in 1978.

THOMAS LUPO



Pensioner Thomas Lupo, 85, died February 16. A native of Michigan, he joined the Fishermen's Union before it merged with the

AGLIWD in 1981. Brother Lupo made his home in Gloucester, Mass. and retired in January 1975.

RAILROAD MARINE

WILLIAM L. RAINS

Pensioner William L. Rains, 85, passed away March 27. Brother Rains joined the Seafarers in 1960 in the port of Norfolk, Va. He worked in the deck department and sailed primarily with the marine division of Penn Central Railroad Co. The Virginia native was a veteran of World War II, having served in the U.S. Army from 1941 to 1945. Brother Rains was a resident of Bohannon, Va. He retired in May 1977.

Attention Seafarers:

Support

SPAD

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.

OVERSEAS HARRIETTE (OSG Ship Management), February 7—Chairman Clyde C. Smith, Secretary George Quinn, Educational Director Joseph R. Vitela, Deck Delegate James E. Dixon, Engine Delegate Rogelio Castellanos, Steward Delegate Santiago Amaya. Chairman announced arrival in Lake Charles, La. February 9 with payoff following day. Vessel expected to remain two weeks and then load for trip to West Africa. Secretary advised crew members to help keep messhall clean and return all dishes to galley. Educational director stressed importance of attending upgrading classes at Lundeberg School in Piney Point, Md. Some disputed OT reported in deck and engine departments. Everything running smoothly in steward department. Vote of thanks given to steward department for good work. Next port: Banjui, West Africa.

SEA-LAND HAWAII (Sea-Land Service), February 8—Chairman Billy Hill, Secretary Jonny Cruz, Educational Director Robert Hall, Deck Delegate Richard T. Wheat, Engine Delegate S. Davis, Steward Delegate David Valle. Payoff scheduled February 10 in Elizabeth, N.J. Those leaving ship reminded to clean room and leave clean linen for next person. Secretary urged crew members to support SPAD, especially with U.S. presidential election just around corner—and to keep jobs and job security for SIU members. Educational director advised everyone to read *Seafarers LOG* to find out current events in union and keep abreast of changes (like TRBs and STCW). No beefs or disputed OT reported. Crew reminded to separate plastic from regular trash. Vote of thanks given to steward department for good food. Next ports: Elizabeth; San Juan, P.R.; Rio Haina, Dominican Republic; and Houston.

Stocked and Ready



While performing crane maintenance at the Sea-Land Terminal in San Juan, P.R., ABs Melvin Leguillon and Juan Lopez get the necessary equipment from the dockside warehouse.

GLOBAL LINK (Transoceanic Cable), March 31—Chairman Jose S. Gomez, Secretary Brandon Maeda, Deck Delegate Melvin Singletary, Engine Delegate Peter Littman. Chairman explained need to move coffee machine to more central location to benefit both officers and unlicensed crew. He also mentioned new microwaves on order to replace old ones. Discussion led by chairman on construction of fire fighting and safety school at Paul Hall Center scheduled for May 18 opening. New school will replicate conditions found aboard all types of vessels, from deep sea ships to inland tugs and barges. He also noted it will house two classrooms but is mostly designed for hands-on training. Treasurer announced \$1,919.82 in ship's fund. No beefs or disputed OT reported. Crew members thanked by chairman for superb job coming out of Charleston, S.C. shipyard and getting vessel back into shape. Ship headed to St. Croix, USVI to offload spare cable and then to stand-by position in St. Thomas.

HMI DEFENDER (Hvide Marine), March 28—Chairman Juan Castillo, Secretary Steven R. Wagner, Educational Director Richard Gracey, Deck Delegate John Yates, Engine Delegate Ken Stratton, Steward Delegate Ernie Batiz. Chairman announced payoff in Lake Charles, La. first part of April. He reminded crew to separate food waste from garbage. Garbage will be taken ashore in Tampa. Steward asked that all crew members leaving ship get set of linen for replacement. No beefs or disputed OT reported. Everyone asked to work together to keep passageways clean. Vote of thanks given to steward department. Next ports: Tampa and Lake Charles.

ITB JACKSONVILLE (Sheridan Transportation), March 2—Chairman Sonny Pinkham, Secretary Royfield E. Crawford, Educational Director Stanley Sporna, Deck Delegate Paul S. Szalus, Steward Delegate Eugene Perez Jr. Chairman read president's report from *Seafarers LOG*. Secretary and educational director stressed importance of upgrading skills at Lundeberg School. Treasurer announced fund for bike growing. Treadmill just purchased for \$500. Request made for clarification of Article III, Section 14 on call-backs in port. Suggestion proposed for contracts department regarding increase in optical benefits. Crew members reminded of leaving clean room for next Seafarer. Vote of thanks given to steward department for job well done. Next port: New Jersey.

MAERSK CALIFORNIA (Maersk Line), March 28—Chairman James T. Martin, Secretary Joseph C. Birke, Educational Director Samuel E. Monroe. Educational director reminded crew of facilities available at Paul Hall Center for upgrading. Treasurer announced \$20 in ship's fund. No beefs or

disputed OT reported. Suggestion made to have bosun read aloud president's report from *LOG*. Also proposed for contracts department to look into reinstating one day off after one trip. New TV and radio antenna needed. Request made for union to speak with company about new air conditioning unit for gentry crane. Steward department given vote of thanks. Next port: Charleston, S.C.

MAERSK TENNESSEE (Maersk Line), March 21—Chairman Mark A. Holman, Secretary Stephanie K. Hendrick, Educational Director Peter Murtagh, Deck Delegate Kevin O'Neill. Old business discussed regarding need for refrigerators and ice machine. Steam cleaner for carpets received, but still awaiting new mattresses. Chairman noted no injuries this voyage. He asked everyone to report safety hazards to bosun. He thanked crew for good job during Coast Guard inspection in Charleston. Everyone was well prepared. Secretary announced \$400 in ship's fund. Educational director urged everyone to get TRBs and attend upgrading courses at Lundeberg School. Letter received from headquarters regarding making New Bedford an "all ports" shipping hall. Crew requested information on, especially statements from, money purchase pension plan. VCR needs repair or replacement. Crew requested survival suits be placed on board and that everyone help keep ship in tip-top condition. Heading to South American ports of Colombia, Ecuador and Peru.

HUMACAO (NPR, Inc.), April 18—Chairman D. Murray, Secretary Raymond L. Jones, Educational Director Joel Trotter. Chairman reported new washing machine on board. Educational director advised crew to get STCW endorsement and TRB and to take advantage of upgrading courses offered at Paul Hall Center. No beefs or disputed OT reported. New coffee maker ordered. Drinking fountain in crew mess needs repair as does missing tile in crew quarters. Suggestion made to ask contracts department to look into increase in vacation pay. Vote of thanks given to steward department for job well done. Vote of thanks also given to Capt. James Biggs for new TV for crew lounge.

OOCL INNOVATION (Sea-Land Service), April 4—Chairman Domingo León Jr., Secretary Edward P. Dunn, Educational Director Randolph Tannis, Engine Delegate Owen Duffy. Chairman read president's report from March *LOG*. Discussion held on upgrading opportunities at Piney Point. Educational director also suggested crew members review safety films. Secretary thanked crew for keeping common areas and messhall clean. No beefs or disputed OT reported. Suggestion made to increase pension plan for members. Crew requested video tape rewinder for lounge, new chair for electrician and list of area doctors who will accept SIU medical plan. Vote of thanks to steward Dunn and his department. Ship heading to European ports in Holland, England, Germany and France, returning for payoff in Elizabeth, N.J. in May.

OVERSEAS NEW ORLEANS (OSC Ship Management), March 5—Chairman Daniel Laitinen, Secretary Jonathan White, Educational Director John Trent, Steward Delegate Obencio M. Espinoza. Chairman thanked crew

for good job and announced payoff in Baytown, Texas March 6. He reminded crew of educational benefits available through Lundeberg School. No beefs or disputed OT reported. Crew reports all are happy, thanks to steward department.

RICHARD G. MATTHIESEN (Ocean Shipholding), March 5—Chairman Dana Naza, Secretary Lovell McElroy Sr., Educational

cue grills and repair VCR in crew's lounge. Dan Brinson dedicated vote of thanks to steward department for job well done.

SEA-LAND GALVESTON BAY (Sea-Land Service), April 4—Chairman Gary Gambrel, Secretary Edward Haber, Engine Delegate G. Johns, Steward Delegate Robert H. Arana. Secretary advised crew members to read *Seafarers LOG* for up-to-

Moves Up the Seniority Ladder



During a union meeting aboard the *Mayaguez* in San Juan, P.R., DEU Michael Joel (right) fills out an application to receive his SIU membership book. With him are Electrician Michael Martykan (left) and SIU Representative Amancio Crespo.

Director Kelly L. Mayo, Deck Delegate Michael Edwards, Engine Delegate Gilbert Tedder, Steward Delegate Manuel Lata. Chairman reported need for ABs and QMEDs in union. All interested Seafarers should upgrade at Piney Point for those ratings. Secretary added that future of American-flag passenger shipping is bright, thanks to leadership of Mike Sacco. Secretary also brought information concerning money purchase pension plan and explained benefit with crew. He also talked about unlicensed apprentice program. Educational director stressed importance of upgrading in order to compete for jobs. No beefs or disputed OT reported. Crew members made suggestion to be submitted to contracts department to increase number of paid vacation days in next contract. Thanks given to steward department for continuing strong working skills, high sanitation standards and for providing good meals daily. Ship heading to ports in Spain, Portugal and England.

SEA FOX (Crowley), April 9—Chairman Marc A. Marcus, Secretary Charles Curley, Educational Director Todd F. Moreland, Deck Delegate Charles B. Johnson, Engine Delegate Moses Mickens Jr. Chairman discussed selling of ship by Crowley. Secretary thanked crew for keeping vessel clean. Educational director noted TRBs absolutely necessary in order to register; also need STCW endorsement by 2002. No beefs or disputed OT reported. Vote of thanks to steward department for job well done and to deck department for their help. Next port: Charleston, S.C.

SEA-LAND CONSUMER (Sea-Land Service), April 5—Chairman Frank Adams, Secretary Wayne Wilson, Steward Delegate William Pitt. Chairman noted everything going smoothly. Crew lounge has been retiled and new furniture arrived. Mattresses for rooms, however, not yet aboard ship. Educational director stressed importance of upgrading at Paul Hall Center whenever possible. No beefs or disputed OT reported. Request made to order two barbe-

date information on union and maritime industry. Educational director clarified dental plan coverage and reminded everyone to upgrade skills at Piney Point. Treasurer announced \$40 in ship's movie fund. Some disputed OT noted in deck department to be turned over to patrolman at payoff. No beefs reported by all three department delegates. Crew requested new videotapes from company. Vote of thanks given to steward department. Next ports: Charleston, S.C.; Port Everglades, Fla.; Houston; and Jacksonville, Fla.

SEA-LAND HAWAII (Sea-Land Service), April 12—Chairman Billy Hill, Secretary Jose A. Rivera, Educational Director Rex Bolin, Deck Delegate Richard T. Wheat, Steward Delegate David Valle. Chairman announced arrival in Elizabeth, N.J. April 14 with payoff scheduled. Discussion held on safety policies and alcohol awareness. Secretary urged crew to take advantage of training available at Piney Point. Educational director reminded crew to obtain TRBs. No beefs or disputed OT reported. Vote of thanks given to steward department for job well done and for great shipboard barbecues. Bosun thanked all departments for good and safe voyage. Next port: San Juan, P.R.

SEA-LAND SPIRIT (Sea-Land Service), April 4—Chairman Howard Gibbs, Secretary Ed Ombac, Educational Director Mohamed Alsinai, Deck Delegate Julio Mattos, Steward Delegate Miguel A. Robles. Chairman read president's report from *Seafarers LOG* and announced payoff in Tacoma. He stated next trip may be on East Coast and led discussion on safety on deck during bad weather. Educational director suggested everyone attend courses at Lundeberg School and check out new fire fighting facilities named in memory of Joe Sacco. Treasurer noted \$30 in fund for unlicensed crew. No beefs or disputed OT reported by department delegates. Crew thanked steward department for job well done, especially steward assistant for always keeping messhall neat and tidy. Next ports: Long Beach, Calif. and Jacksonville, Fla.

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.)

U.S.-Flag Cruise Surpasses Others

The lead article in the April 1999 Seafarers LOG was especially interesting to me and my wife. In March of this year, we took a trip to Hawaii aboard the SS Independence, visiting five ports in the Hawaiian Islands.

As a former Seafarer, I always promised myself that I would someday sail on a ship as a passenger. We have made five cruises, and this is the first time we cruised under a U.S.-flag ship crewed by SIU members. It was like "old home week." This was

truly our best cruise of the four others we have taken.

The wisdom of the owners, American Classic Voyages, whose foresight in building two new state-of-the-art ships (also in a U.S. shipyard) shows that the U.S. merchant marine can compete with any foreign flag for passengers.

The SS Independence, a somewhat faded but proud lady, is pampered and polished by caring SIU members who cater to the wishes of her guests. Our cabin steward, Dana Washington, who aspires to upgrade to chief steward at Piney Point, Md., is a credit to the union and to his craft. The ship had an excellent menu and larger-than-usual cabins, and the on board activities were outstanding—making for a memorable voyage to Paradise.

As Michael Sacco stated in his president's report, "The excitement is building again with the anticipation of these new vessels

possessing both the best in marine architecture and with an American crew." Right on, Mr. Sacco.

We plan to book a maiden voyage with American Hawaii Cruise Lines when one of the new ships goes into service in the year 2003.

Russell G. Hinkel
Bensalem, Pa.

Editor's note: Brother Hinkel sailed with the SIU from 1946 until 1953.

Still Waiting for Equal Treatment

Few Americans know of the record of U.S. merchant mariners during World War II.

It began with six ships being sunk before the bombing of Pearl Harbor. The first, the SS Robin Moor, occurred in May 1941, when she was torpedoed by a German submarine. My first knowledge of this loss came when I later served with an officer from this ship.

The record continued: 866 ships were lost from enemy action—and not one ever defaulted. One hundred of our vessels were lost on the Russian Run alone, and more than 400 were lost on the East Coast of the U.S. in 1942.

Our merchant marine lost more men in percentages than all of our armed forces, except the Marine Corps.

The main reason for our heavy loss was that our men refused to surrender, and most went down with their ships. Our government rewarded us by waiting 43 years, when most of us were dead. Then, in 1988, we were given our awards and rights under the G.I. bill.

U.S. law firms have proven we survivors of World War II lost more than \$80,000 in benefits. Also, the state of Pennsylvania paid \$500 to each of our state veterans of that war, but the U.S. merchant marine survivors are still waiting.

Peter Salvo
McKeesport, Pa.

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.

Keeping Cape May Primed



Seafarers form part of the reduced operating status crew aboard the Cape May and do their part to keep the Ready Reserve Force vessel primed for activation. Pictured aboard the ship in Norfolk, Va. are (from left) OMU Jeff Bull, AB Billy Hanbury, Electrician Donald Christian, Bosun Melvin Nichols and Chief Steward John Reid.

Are You Receiving All Your Important Mail?

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

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

Your home address is your permanent address,

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

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

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

HOME ADDRESS FORM

6/99

(Please Print)

Name: _____

Phone No.: () _____

Address: _____

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

Active SIU Pensioner

Other _____

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

SEAFARERS PAUL HALL CENTER 1999 UPGRADING COURSE SCHEDULE

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

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

Students attending any of these classes should check in the *Saturday before* their course's start date. The courses listed here will begin promptly on the morning of the start dates.

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	September 20	October 29
Radar Observer/Unlimited	July 12	July 23
	August 9	August 20
	September 4	September 15
Radar Recertification (one day)	July 23	
	August 19	
	October 14	
Automatic Radar Plotting Aids (ARPA)	July 26	July 31
	August 23	August 28
	October 18	October 23

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	August 9	September 17
	October 11	November 19
Marine Electrical Maintenance I	September 20	October 29
QMED	September 13	December 3
Power Plant Maintenance	September 27	November 5
Refrigeration Systems Maintenance	November 8	December 17

Steward Upgrading Courses

Course	Start Date
Galley Operations/ Advanced Galley Operations (Every week, starting Jan. 11)	July 5, 12, 19, 26
	August 2, 9, 16, 23, 30
	September 6, 13, 20, 27
Certified Chief Cook/ Chief Steward (Every other week, starting Jan. 11)	July 12, 26
	August 9, 23 September 6, 20

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 center's trainee program? Yes No

If yes, class # _____

Have you attended any upgrading courses at the school? 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 _____

Recertification Programs

Course	Start Date	Date of Completion
Steward Recertification	June 28	August 2
Bosun Recertification	August 23	October 4

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/ Assistant Cargo (DL)	August 2	August 20
	September 27	October 15
	November 1	November 19
Basic Firefighting	July 12	July 16
	August 23	August 27
	September 27	October 1
	October 18	October 22
Advanced Firefighting	July 12	July 23
	September 13	September 24
	November 8	November 19
Government Vessels	July 12	July 30
	August 16	September 3
	September 6	September 24
	September 27	October 15
	November 1	November 19
	November 8	November 26
Lifeboatman/Water Survival	November 29	December 17
	July 12	July 23
	August 9	August 20
	September 6	September 17
	October 4	October 15
	November 1	November 12
STCW Basic Safety (refresher)	November 29	December 10
	July 12	July 16
	July 26	July 30
	August 2	August 6
	August 9	August 13
	August 30	September 3
	September 20	September 24
	September 27	October 1
	October 25	October 29
	November 1	November 5
	November 8	November 12
	November 22	November 26
November 29	December 3	
December 13	December 17	

Academic Department Courses

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.

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

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

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

Paul Hall Center Graduating Classes



Automatic Radar Plotting Aids (ARPA) — Graduating from the new radar class on March 19 are Mike Smith (instructor), Jeffrey Fackett, David Salentra, Roberto Candelario, Charles Darley, Allan McCoy, Daniel Crawford, Richard DeWitte and Gary Koshland.



Government Vessels — Upgrading graduates of the government vessels course on March 19 are (from left, front row) Marvyn Chester, Antonio Perez, Guadalupe Campbell, Regina Terry, Kathie Newkirk, Keith McIntosh, Randy Powell, Kenneth Garner, (second row) Leoncadio Colon, Carlos Perez, Richard Gathers, Ibarra Mangaya, Philip Curtis, John Dean, Flavio Suazo, (third row) Jeffrey Ferris, Peter Seifert and Rafael Franco.



Tankerman (PIC) Barge — Seafarers successfully completing the tankerman (PIC) barge class on March 20 are (from left, front row) Martin Garcia, Fred Cantrell, Bob Leija, Wayne Goddard, Jeffrey Petherbridge, Ben Cusic (instructor), (second row) Ben Graeff, Randy Isenhardt, Mark Bosse, John Cronan, Carlton Dorrance, Isom Ingram, (third row) Boyce Wilson, Ron Centanni, Roman Kasparian, Jeff Davis, Michael Presser, Alek Turko and Archie Bodden.



Certified Chief Cook — Successfully completing the course of study for a certified chief cook are (from left) Chef John Dobson (instructor), Donald Huffman, Jimmy L. White Jr., James Bennefield, Othello Dansley and Lionel Packnett.



Galley Operations — Earning their certificates for completion of the one of the required two-week modules in the galley operations course are (from left) Donald Irvine, Anitra McLeod, Emani Villi, Mohamed Wasel, and James Prado with their instructor (far right), Chef Ed White.



Chief Cook — Upgraders graduating from a module in the chief cook course are (from left) Douglas Flynn, Chef Alan Sherwin (culinary department head), Loicy Jones, Maria Aulisio (assistant instructor) and Jose Constantino. Their instructor, not in the photo, is Chef John Hetmanski.



Chief Cook — Successfully completing one of the recent chief cook course modules are (from left) Jimmy L. White Jr., James Bennefield, Lionel Packnett, Chef John Dobson (instructor), Donald Huffman, Helen Mitchell and Othello Dansley. In front of each of the graduates is a plate topped with chicken cordon bleu, their lesson for that day.



Galley Operations — Finishing one of the required two-week modules in the galley operations curriculum are (from left) Chef Ed White (instructor), Anitra McLeod, Desmond Lynch, James Prado, Mohamed Wasel, German Solar and Emani Villi.

Paul Hall Center Graduating Classes



Advanced Fire Fighting — Marking completion of the advanced fire fighting course on March 2 are (from left, front row) Samuel E. McDaniel, Tefera Tessema, Cezary Woznica, Regina Terry, Wendy Fearing, John Morrison, John Cronan, (second row) John Soares Jr., Gregory Shepard, Mark Francois, John Parkhurst, Patrick D'Alessandro, Peter Seifert, Craig Holdredge, Stormie Coombs (instructor), (third row) Secundino Arzu, Roy Payne, Jay Linx and Devin Glossin.



Chief Cook — Successfully completing one of the chief cook modules are (from left) Chef John Dobson (instructor), Bienvenido Pagan, Jose Constantino, Dulip Sookhiram, Alba Ayala, Roy Jeru, Curtis Williams, Jeffrey VanSlambrouck and Douglas Flynn.



Basic Fire Fighting — Recertified bosuns earning their basic fire fighting endorsements recently are (from left, front row) Victor Beata, Tony Hammett (instructor), Kenneth McLamb, Wifredo Acevado, Anthony Sabatini, Juan Rivas, Rafael Clemete, (second row) Steve Kastel, Roan Lightfoot, Brian Isenstadt, Mark Downey, (third row) Thomas Groeskurth and Robert Wiles.



Tanker Assistant — Upgrading graduates of the tankerman assistant class on April 2 are (from left, front row) Justin VonSprecken, Tawnia Stucker, Carlos Ortiz, Philip Noto II, (second row) Thomas DeCarlo, Jerome North, Stanley Howard, Andrew Seabon, Reginald Hunter, Jomo Young, Philip Diego, (third row) John Wells, Eddie Pittman, Al Smith, Jason Monroe, Rommel Artis, Jim Shaffer (instructor), (fourth row) Jason Gay, Melvin Ratcliff Jr., Steven Dieken and Robert Williams.



Able Seaman — Successfully completing the six-week course leading to endorsement as an AB on May 14 are (from left, front row) Casimiro Garza, Tony Olaya, Denyse Sineath, Daniel Vasquez, Alfonso Salazar, Ernesto Evangelista, (second row) David Loison, Linnell Coleman, Sean McDavitt, Sven Bigg, Ken Abrahamson, Jeffrey Hardy and Lewis Findley. Their instructor, not pictured, is Casey Taylor.



Crane Maintenance Electrician — Receiving their certificates for completing the dockside crane maintenance electrician course on April 9 are (from left) Eric Malzkunn (instructor), Lawrence Holbert, Michael Stravers, Andrew Balash and Richard Beckett.



Galley Operations — Finishing another module in the galley operations curriculum are (from left) Chef Ed White (instructor), Susan Garrett, Mary Ann Schade, Bryan Powell, Patricia Geras, Mohamed Wasel, Emani Vili and German Solar.



Anitra McLeod (center) is completing her studies at the Lundeberg School. She is graduating from a culinary program at Baltimore International College with an associate's degree in baking and pastries. A graduate of Leonardtown High School in St. Mary's county, Anitra hopes to return to the Lundeberg School after graduation to work as a staff member in the culinary department. With her are Chef Ed White (left) and Chef John Hetmanski.



Memorable Vacations Are Made at Piney Point

All the ingredients for a memorable vacation are available at the Paul Hall Center in Piney Point, Md. See page 18 for details.

Future Spotlights, Past Honored During Maritime Day

When the crew of the *USNS Indomitable* heard in March their vessel was going to be featured in the National Maritime Memorial Day celebration at the Washington Navy Yard, the Seafarers on board immediately got to work in sprucing up the ship.

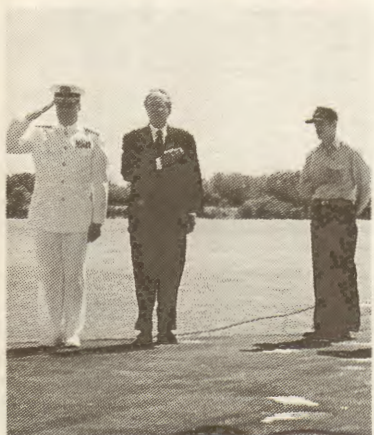
"We were honored to be selected," Bosun Robert Taylor told a reporter for the *Seafarers Log*. "We were happy to oblige for this ceremony, honored to pay our respects to those who went before and glad to show off the ship."

Taylor, an eight-year veteran of the SIU, led the crew who made sure the ship was spotless when it was opened to the public following the Military Sealift Command (MSC)-sponsored event in the nation's capital. Among those inspecting the Maersk Line-operated vessel were SIU Secretary-Treasurer David Heindel, Rear Admiral Gordon Holder (who heads MSC) and Maritime Administrator Clyde Hart, as well as military representatives from several nations.

While Taylor and crew were standing by for visitors, the undersecretary for the U.S. Navy was telling an audience of several hundred on the pier how well the American merchant marine has performed when called and how it will be depended upon in the future.

'Vital and Alive'

After calling mariners "the fourth arm of defense," Jerry M. Hultin reminded all that U.S.-flag, American-crewed ships delivered the first crucial materi-



AB James Meahl (right) joins with Rear Adm. Gordon Holder (left) and Navy Undersec'y Jerry Hultin in saluting those mariners who paid the ultimate price.



Carrying the wreath dedicated to merchant mariners who died for their country is OS Melvin Skinner.



Unlicensed apprentices from the Paul Hall Center gather around (in suits from left to right) Maritime Administrator Clyde Hart, SIU President Michael Sacco and Transportation Secretary Rodney Slater during MarAd's National Maritime Memorial Day service.

als to U.S. forces in the Middle East eight days after Operation Desert Shield began in 1990.

He praised all maritime unions for their efforts, particularly singling out the SIU for expanding its training program to meet the needs of the time.

Hultin then noted the partnership between the U.S.-flag fleet and the military remains "vital and alive today," adding that the armed forces "could not perform their mission" without the commercial fleet.

The undersecretary saluted all mariners by saying, "Another day at sea is service above and beyond the call of duty."

Also taking part in the MSC service were two Seafarers who serve aboard the *USNS Indomitable*: AB James Meahl and OS Melvin Skinner.

Meahl assisted in laying memorial wreaths in the Anacostia River while Skinner served as the wreath-bearer for the merchant marine.

"It was great to have that opportunity," said Skinner, who is from Chesapeake, Va. "But we are a team with a lot of people from different places all doing our jobs and doing it the best we can."

Several Ceremonies

The event was part of a series of ceremonies in Washington on May 20 remembering American merchant mariners who died while serving the United States aboard commercial vessels. Similar services, in which Seafarers participated, were held around the country.

Congress designated Maritime Memorial Day in 1933. Its established date is May 22 to commemorate the sailing of the *SS Savannah*, the first steam vessel to cross the Atlantic. Because the 22nd fell on a weekend, the national ceremonies took place this year on the 20th.

While the day is designed to remember those who went before, many speakers used the occasion to reaffirm their support for the U.S.-flag fleet, including the head of the U.S. Department of Transportation, which oversees the Maritime Administration (MarAd) and the U.S. Coast Guard.

Strong Future Honors Past

After Transportation Secretary Rodney Slater, speaking at MarAd's service, saluted those who set the high standard of service for American mariners, he said the future looks bright for those sailing—as well as those who will sail—U.S.-flag commercial ships.

The secretary quoted President Clinton, who said, "As we look forward to the challenge of the 21st century, we continue to rely on our nation's maritime industry and the U.S. merchant marine to keep America competitive in the global economy."

Slater concluded, "When I consider the legacy of courage and sacrifice and achievement that we honor today, I have no doubt whatsoever that America's merchant marine and the entire maritime community will master these challenges and will ensure that the best days of the merchant marine... are yet ahead of us."

"I think that is the way for us to really respect the rich legacy that is ours, a legacy that has been paid for through sweat and toil, but also through the commitment to the thing that we hold really dear, and that is life itself. This is a very important industry. The people that we honor today deserve the honor that we give them."

Joining Slater at the MarAd ceremony in remembering the past while calling for a strong future was U.S. Rep. Brian Baird (D-Wash.), a member of the Coast Guard and Maritime Transportation Subcommittee.

The legislator said much is

asked of the men and women who crew U.S.-flag vessels. He recalled the accomplishments of those who went before and noted World War II-era Liberty ships were built in the district he now represents.

"As we look to the past to express our gratitude for that sacrifice, we must also look to the future. We must be aware as a nation that our peace, our security, our freedom and our economy depends on a strong American shipping industry—American-made ships, American crew—to represent us, to carry our goods overseas, and, if the time comes once again, to once again carry the needed military supplies," Baird stated.

Pays Respect

In opening the MarAd event, Administrator Hart paid tribute to those mariners who died for their country. He noted few regular Memorial Day celebrations recall the "valor, courage and supreme sacrifice" made by seafarers.

"The United States owes our wartime merchant mariners an enormous debt of gratitude. They served under the most perilous conditions with only their North Star, the historic traditions of the American merchant marine—love of country, duty to serve, belief in the cause—to follow," Hart told the audience of shipping officials, military officers and labor representatives.

"It is important that Americans never forget the sacrifices made by the merchant marine during World War II. Let us never forget the critical importance of America's merchant marine to this nation. It remains critical today and will be, as far as we can see, into the future," he added.

Speaking on behalf of American merchant mariners at the MarAd ceremony was the president of the Masters, Mates and Pilots, Captain Tim Brown.

Brown reminded the audience that more than 700 merchant ships were sunk during World War II with nearly 6,000 mariners dying at sea or in prisoner-of-war camps. He noted the past year saw mariners who sailed between August 15, 1945 and December 31, 1946 finally receiving recognition as World War II veterans, like the others who fought in the struggle had a half-century ago.

Also taking part in the MarAd event was Eric Mensing, vice president for military affairs and government affairs with American President Lines (APL).

While noting APL lost a third of its fleet during World War II, he said the company continues to build on the proud tradition set by those mariners to work in global trade as a key to world peace.

'Competent and Professional'

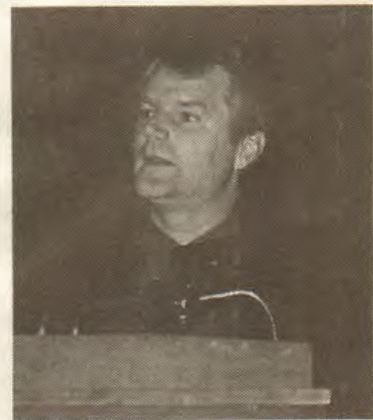
Between the MSC and MarAd services was a luncheon hosted by the Washington, D.C. Propeller Club. The keynote speaker at the event was the commander of the MSC, Admiral Holder.

He called the jobs performed by U.S. seafarers "competent and professional. I am proud of the people called merchant mariners."

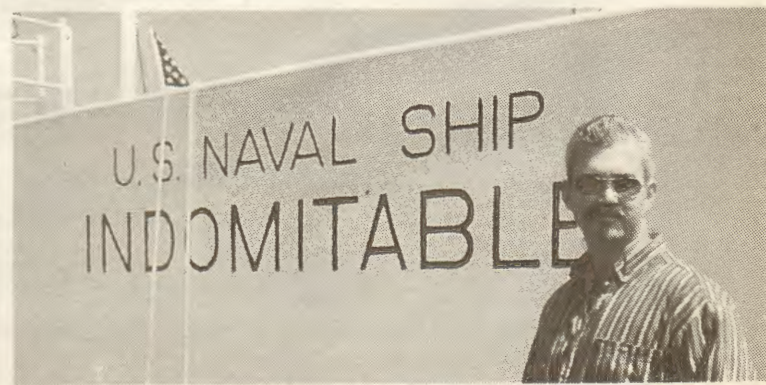
He reminded his audience that the men and women who went down with their ships "gave their lives to the nation, not to a company."

Holder, who participated in the opening of the Joseph Sacco Fire Fighting and Safety School two days earlier, said he inspected the campus of the Paul Hall Center

Continued on page 6



U.S. Rep. Brian Baird (D-Wash.) pays tribute to those who went before while calling for a strong fleet now and in the future.



Standing by to assist visitors touring the *USNS Indomitable* is Bosun Robert Taylor.