

The

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Seafarers Log

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

PROUD PAST...



SIU charter members recall the union's beginning — and offer words of experience to the newest Seafarers. Pages 8-10.

BRIGHT FUTURE

2 New RO/ROs, 1 Dredge Announced

President's Report

Working for a Stronger Fleet

Look at the headline on the next page. What a way to start the new year, the new century and the new millennium!



Michael Sacco

All the work of the last 10 years is paying off. Two new roll-on/roll-off ships that will be built in an American shipyard! A new hopper dredge also to be built in an American shipyard!

What great presents for Seafarers and the U.S.-flag commercial fleet to receive during the holiday season. Justly deserved presents, I might add.

These new builds—as well as the new two passenger ships, the Double Eagle tankers, the z-class tugs, the coastal cruise vessels, the harbor-class tugs, the MSC RO/ROs, the car carriers and others announced during the last 12 months—show the U.S.-fleet remains a strategic, economic and national defense need for this country.

The revitalization, for which we have fought so long, is well under way.

While it is great to reflect on the industry's success, let us not forget this job is nowhere close to being finished!

All segments of the U.S. maritime industry still require attention. The deep sea fleet has drawn the primary concentration with the Maritime Security Program and its new vessels, but more needs to be done.

The two new Jones Act RO/ROs announced by TOTE is a tremendous first step. These ships will be the first built in a U.S. yard for the commercial fleet in nearly a decade. The TOTE vessels are just the beginning for both the Jones Act fleet and domestic shipyards.

The construction of the Double Eagle tankers show that American workers can compete with international yards to build state-of-the-art ships for the 21st century. We must push to bring the revitalization process to the rest of the tanker fleet.

The new hopper dredge displays a determination to upgrade America's ports as they prepare for the coming century. Following years of struggle and red tape that kept some harbors from having even mere maintenance work done, an agreement was brokered by representatives from the White House, state and local governments, the unions and the industry earlier this year to allow dredging in the port of New York/New Jersey. Work in other facilities—like Oakland, Calif.—also is in progress.

Another sign that the ports are looking ahead is the number of new tugs either on the drawing boards or already sailing. While these vessels will assist in docking ships, work still has to be done to upgrade the land-based transportation systems within the port facilities.

The Persian Gulf War vividly demonstrated the need for civilian-crewed prepositioning vessels. New builds and reflagged vessels continue to join the U.S.-flag fleet to make sure the requirements of America's armed forces are met if and when they are called to action.

With the new passenger ships being built for United States Lines, America shows it can compete with the runaway-flag cruise industry—which finally is coming under the media's glare for its disregard for this nation's tax, wage and worker safety laws.

Yes, we are seeing change, growth and progress within our industry. It has not occurred overnight. But it is happening.

Our industry is not being ignored, much as it was 10 years ago. So, while we have this attention, we must continue to address the many other needs—including those for inland and Great Lakes members.

That is why it is so vital as we enter this first presidential and congressional campaign year of the 21st century that we register to vote. And we must continue to educate those who want to serve us about what is important and dear—a strong and vibrant U.S.-flag merchant fleet.

Throughout our industry, we're seeing proof that hard work does pay off. Let's keep that spirit going as we enter the new century.

Seafarers Cast Ballots On Proposed Merger

Voting Ends Jan. 31 on SIU-NMU Unification

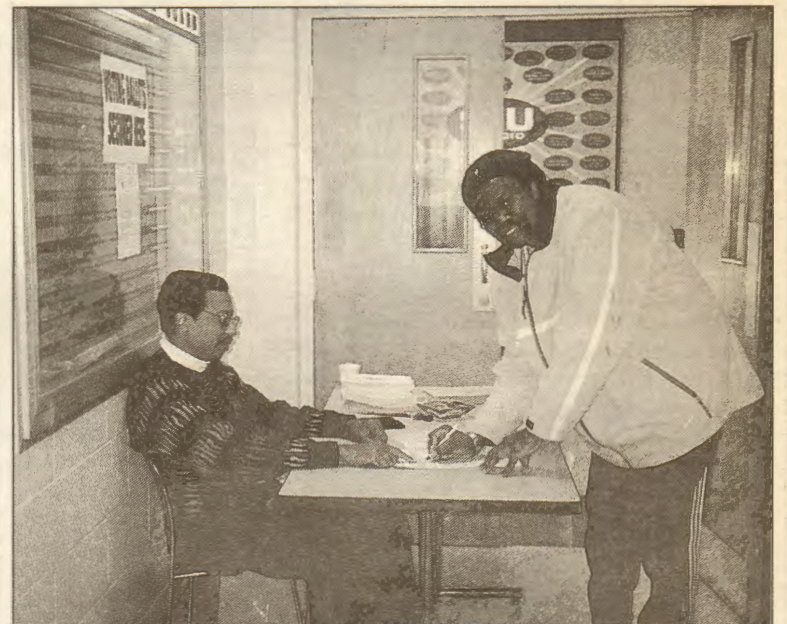
Voting will continue until the end of this month on whether the SIU will proceed with full merger talks with the National Maritime Union.

Balloting began December 1, 1999 and is scheduled to last through January 31, 2000. Voting is taking place in all SIU halls between 9 a.m. and noon local time, Monday through Saturday, excluding holidays. Seafarers also may request an absentee ballot by following the instructions printed in the October issue of the *LOG*. Additionally, those instructions are available via the union's web site (www.seafarers.org, in the *LOG* section, October issue).

Port officials said the turnout was strong during the first month of voting.

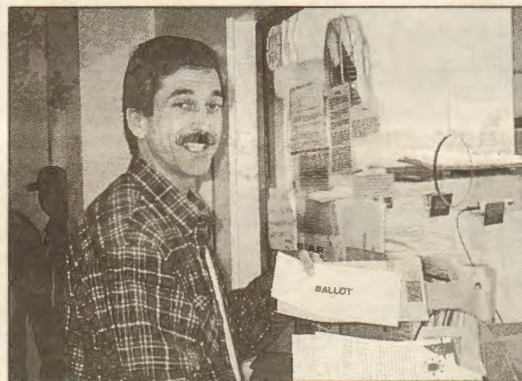
The current vote will determine whether the SIU membership wants this merger and, if approved, gives the union's executive board permission to continue with the merger talks. A similar election is taking place at the same time in the NMU.

Overall, the proposed merger involves a three-step voting

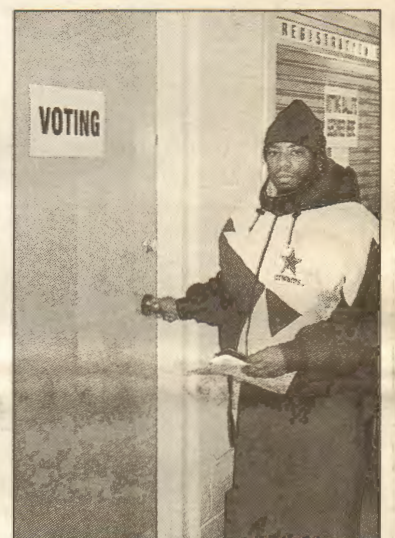


Chief Cook Jose Guzman (right) secures his ballot at the SIU hall in Norfolk, Va. from SIU VP Government Services Kermet Mangram.

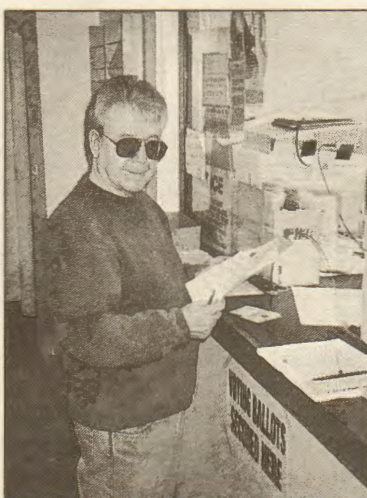
process. That procedure is explained in detail in a recent letter mailed from the SIU executive board to each member. Copies of the letter also have been distributed aboard ships by patrolmen and are available in union halls.



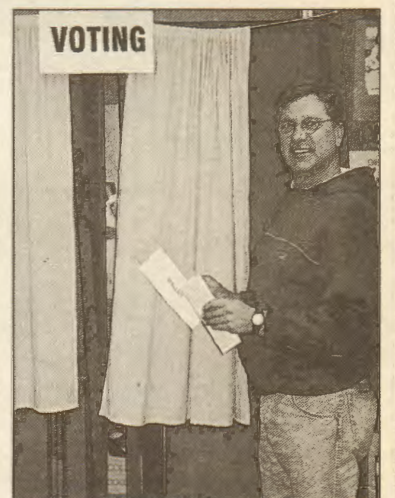
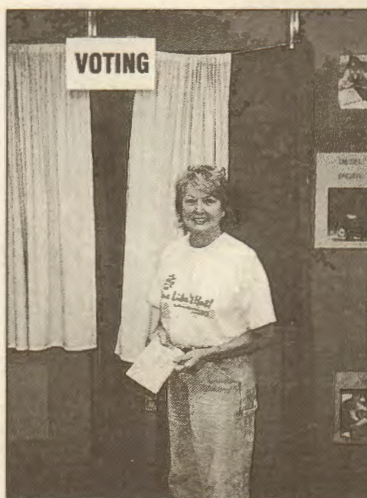
Left: Recertified Bosun Greg Hamilton reviews the official ballot before casting his vote at the Wilmington hall.



Ready to vote is OS Mark Edmonds at the Norfolk hall.



In three photos above, AB Frank Cammuso, Chief Cook Karen Fensel and AB Gary Tauro, are among the first to vote at the SIU hall in Wilmington, Calif.



Retirees Say Thanks For Year-End Bonus

Dozens of SIU pensioners wrote thank-you notes to the union's executive board following last month's announcement that eligible retirees are receiving a year-end bonus check of \$500.

"It couldn't come at a better time," wrote Lorne Eagle.

"What a nice surprise," said Antoinette Thayer. "Thank you, from the bottom of my heart."

Plurinus Ordansa said he welcomed the bonus because it would help him purchase Christmas gifts for his grandchildren. "I have a dozen, you know, so that \$500 bonus is a great help. May God bless you all, especially our union, our brothers and sisters at sea, and our honorable President Mike Sacco."

Leonard Paul wrote that he appreciates the SIU "remembering their pensioners. We are so grateful, and that's putting it mildly."

The checks were mailed in early December to all SIU pensioners who currently receive monthly benefit checks for normal, early normal or disability pensions from the Seafarers Pension Plan.

Please be advised that SIU headquarters and all SIU hiring halls will be closed on Monday, February 21, 2000 for the observance of Presidents' Day (unless an emergency arises). Normal business hours will resume the following workday.

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Building for the New Century

TOTE Announces Two New Vessels

SIU-contracted Totem Ocean Trailer Express (TOTE) began the new year by ordering two new roll-on/roll-off (RO/RO) vessels to be built in an American yard for the Alaskan Jones Act trade.

The new ships, called the "Orca" class, are expected to be sailing by late 2002. They will be the first non-military container-ships or RO/ROs built in a domestic yard since the *R.J. Pfeiffer* came out in 1992.

"This announcement shows TOTE's continued confidence in and commitment to the Jones Act and the U.S. merchant marine," SIU President Michael Sacco stated.

"TOTE has been a major player in the Alaskan maritime industry since the company was founded 25 years ago. The company understands the needs of the Alaskan citizens and their businesses. TOTE is establishing itself as the pacesetter for the next century by building these ships that will feature the very latest technology designed to protect the environment."

Sacco added that these two ships, as well as the other recently announced new builds, show "the U.S.-flag merchant fleet continues to be revitalized. Since the passage of the Maritime Security Program in

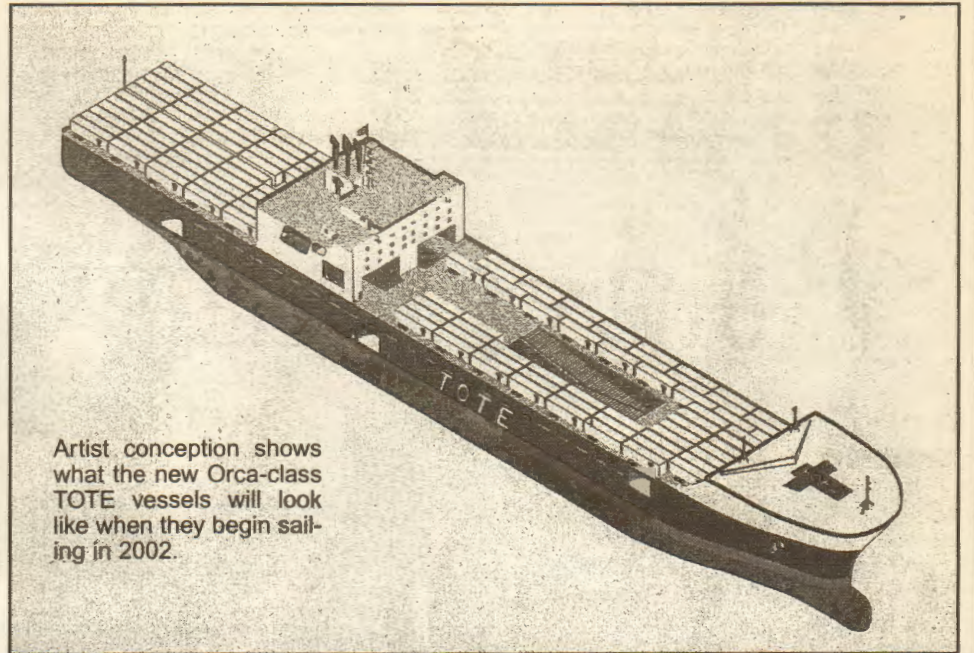
1996—along with the ongoing support for the nation's cabotage laws in Congress, the U.S.-flag merchant fleet remains a vital part of America's economic and national defense transportation system."

The 825-foot vessels will be constructed at National Steel and Shipbuilding Corporation in San Diego. The two ships will have a capacity equal to the three RO/ROs already in service for TOTE.

Among the features to be incorporated into the new design are the cleanest burning marine power plants available in today's market, fuel that will be stored in double-hulled fashion not adjacent to the skin, and a state-of-the-art sewage treatment plant.

"These ships, which can carry 50 percent more cargo than our present ships, are designed specifically to endure the harsh conditions of the Alaska trade," noted TOTE President and CEO Robert P. Magee.

The Orca-class vessels should carry 600 highway trailers as well as 200 automobiles. They are being configured to easily handle 48- and 53-foot trailers. More than 75 percent of the freight on board will be enclosed below deck.



Artist conception shows what the new Orca-class TOTE vessels will look like when they begin sailing in 2002.

Also, the hulls will be ice-belted to provide additional protection in Cook Inlet during the winter months.

"This \$300 million private investment will further our commitment to Alaskans well into the next century by enhancing Alaskan job opportunities on our vessels and shoreside, improving the resource development infrastructure and better serving Alaskan consumers with faster and more economical service," stated Magee.

Besides the new vessels, Magee said the company is planning improvements to its pier and terminal facilities in Anchorage.

Reflecting on how the Seattle-based company plans for the future, Magee pointed out, "TOTE owes its success to our loyal customers and to the hard work of both our direct employees and members of organized labor such as our longshoremen, teamsters, mechanics, seafarers and merchant officers who provide our efficient service."

Seafarers already crew the three vessels operating in TOTE's fleet—the *Great Land*, the *Northern Lights* and the *Westward Venture*. TOTE is part of a larger company known as Saltchuk Resources, Inc.

Great Lakes Unveils New Hopper Dredge

Seafarers will have a new vessel to crew late next year following the announcement by Great Lakes Dredge & Dock to construct a 315-foot hopper dredge.

Work is expected to begin by March for the *Liberty Island*. The large self-propelled dredge will be built by union workers at Manitowoc Company in Sturgeon Bay, Wis.

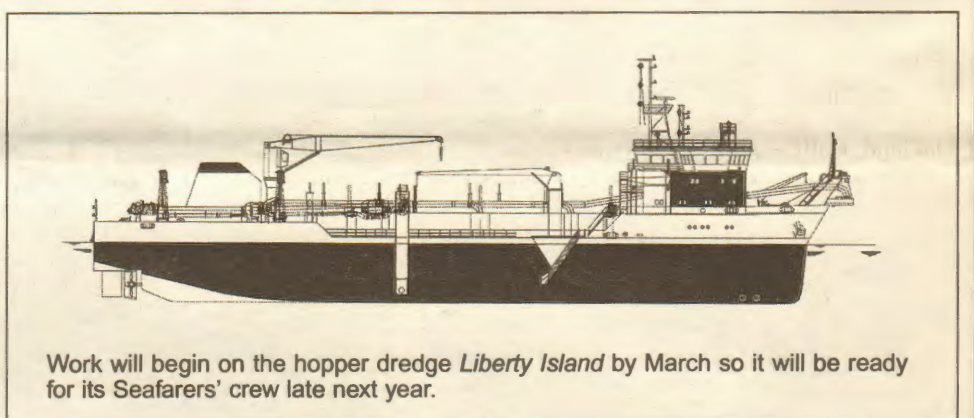
"This is yet another positive sign that companies like Great Lakes Dredge & Dock are committed to a strong, vibrant U.S.-flag merchant fleet," noted Augie

Tellez, SIU vice president for contracts.

"This new dredge will help ensure America's harbors and ports will meet future demands. And this vessel will provide more jobs for SIU members in this vitally needed segment of the industry," Tellez added.

The *Liberty Island* will have a 5,000-cubic-meter capacity. It will be 59 feet wide and have a top speed of 14 knots.

The vessel will be capable of working as deep as 90 feet. It will be constructed



Work will begin on the hopper dredge *Liberty Island* by March so it will be ready for its Seafarers' crew late next year.

with bottom-dump doors to provide for rapid unloading.

Seafarers are aboard the Great Lakes Dredge & Dock dredge *Long Island*. The company's NATCO subsidiary operates

five dredges which are crewed by SIU members. They are the *Padre Island*, the *Dodge Island*, the *Sugar Island*, the *Northerly Island* and the *Manhattan Island*.

Unions to WTO: Global Economy Must Work for Working Families

Dozens of Seafarers were among the estimated 40,000 peaceful protesters at the recent World Trade Organization (WTO) meeting in Seattle.

Shouting "No to the WTO," working families from more than

50 unions, 25 states and 144 countries marched through Seattle's streets on November 30 to demand that international trade rules be reformed to respect workers' rights and protect the environment. The protests contin-

ued through December 3, the final day of the WTO talks.

Speaking at the rally on November 30, AFL-CIO President John Sweeney said, "Here in the United States, we will continue to organize in the Congress and elsewhere against any trade accords that do not include workers' rights and human rights and environmental and public health protections. And we will stop them."

AFL-CIO Executive Vice President Linda Chavez-Thompson, dozens of officials from international unions, as well as religious, human rights, environmental and international officials told the crowd that free trade is not "free" if its costs are child labor and forced labor, poverty wages, hazardous workplaces and environmental degradation, and that free trade must be substituted with fair trade.

After the WTO talks ended, Sweeney added, "This week's heightened scrutiny of negotiations at the World Trade



Seafarers are among the unionists at the November 30 rally.

Organization meeting punctured the veil of secrecy and insensitivity in which the WTO has shrouded itself and made it impossible for trade negotiators to paper over differences or to pass off a bad deal as acceptable. In the end, there was no consensus on issues of crucial importance to average citizens, not just in the U.S. but around the world, and there was

no deal....

"Despite the lack of breakthroughs in policy, this week produced a stunning breakthrough in the public debate over globalization. Americans crossed a threshold to begin a truly national conversation about rules and standards and values in the global economy, and they were joined by citizens across the globe."



Tens of thousands of protesters at the WTO summit in Seattle demanded that international trade agreements include enforceable provisions protecting workers. Marching in a demonstration on November 30 were SIU members (closest to camera, from left) Steward/Baker Mike Gramer, Chief Cook Veronika Cardenas and GSU Joel Crow.

Shipboard Meetings Cross the Country



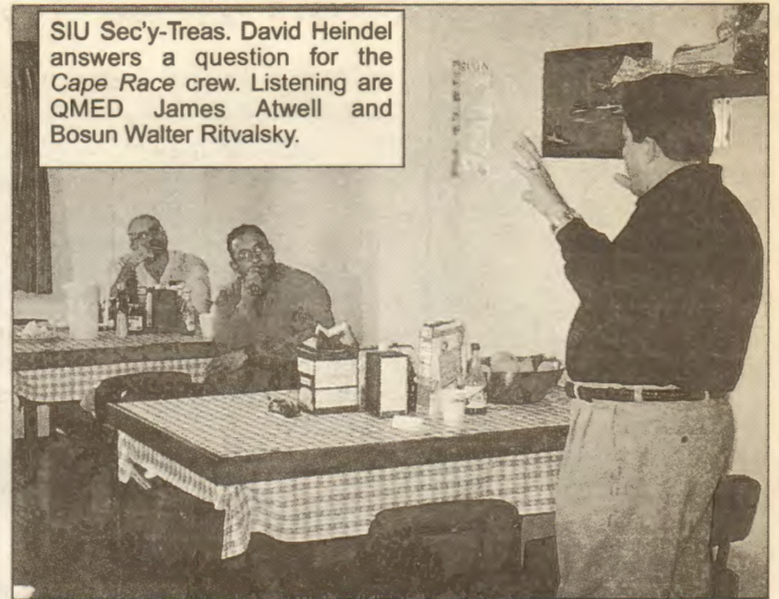
SIU New York Port Rep. Jack Caffey Jr. (left) talks with Bosun Mike Manekas on the deck of the *Sea-Land Defender*.

Union officials from across the country continue to meet with Seafarers when their vessels dock. The officials, including President Michael Sacco and Secretary-Treasurer David Heindel, update members on the latest news within the union and answer questions on a broad range of topics from the ongoing SIU-NMU merger vote to issues dealing with benefits and contracts.

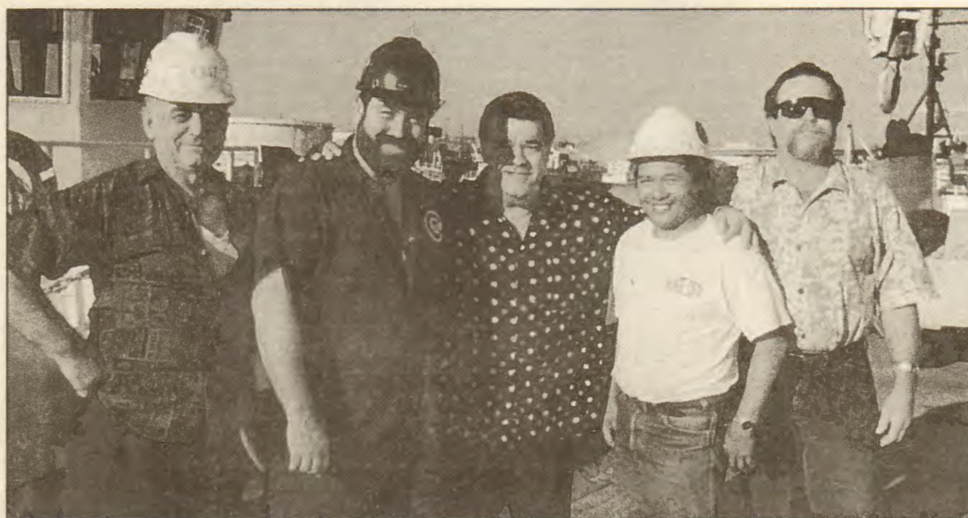
Included on this page are photographs from Port Elizabeth, N.J.; Norfolk, Va.; and Long Beach, Calif.



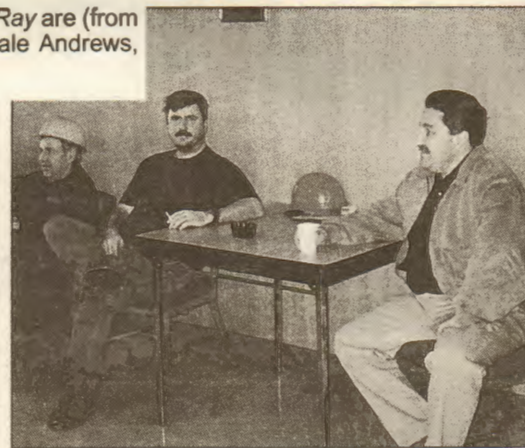
Getting ready to take part in a meeting aboard the *Cape Ray* are (from left) SIU VP Govt. Services Kermet Mangram, AB Lonale Andrews, AB Joe Murphy and Bosun Billy Farris.



SIU Sec'y-Treas. David Heindel answers a question for the *Cape Race* crew. Listening are QMED James Atwell and Bosun Walter Ritvasky.



Crowley harbor members meet SIU President Michael Sacco at the dock in Wilmington, Calif. From the left are AB Dragi K. Odak, Mate Mike Stevens, Sacco, AB Herman Moningka and Capt. Scott Linsley.



Awaiting his turn to hit the deck is SIU Sec'y-Treas. David Heindel (right). With him on the *Cape Ray* are Bosun Billy Farris (left) and QMED J. Sterner Clothier.



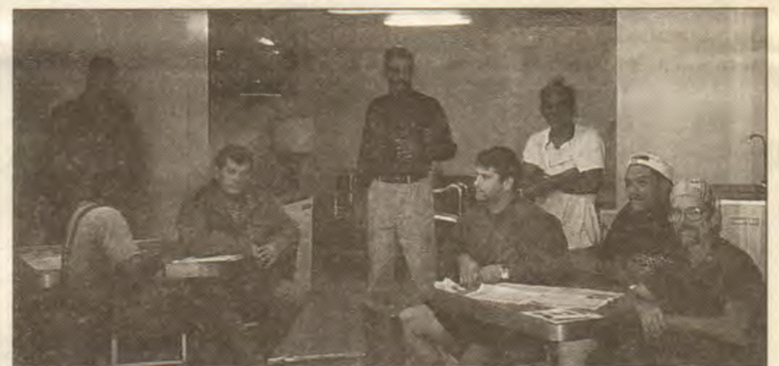
Chief Stewards Anthony Houston (left) and Ed Banks (center) greet SIU Sec'y-Treas. David Heindel.



Posing for a photo in the Norfolk, Va. hall are (from left) Chief Steward Bud Marchman, SIU Sec'y-Treas. David Heindel, SIU VP Govt. Services Kermet Mangram and AB Jared Blavat.



SIU VP Atlantic Coast Jack Caffey conducts a meeting aboard the *Sea-Land Consumer* when it docked recently at Port Elizabeth, N.J.



Crewmembers from the *Flickertail State* and *Comhusker State* held a joint union meeting with SIU VP Govt. Services Kermet Mangram (center).



Right: Listening during the meeting on the *Sea-Land Expedition* are (from left) Electrician O. Bermeo, Steward P. Laboy, AB P. Torres and OMU P. Albino.

Sea-Land Chief Tours Paul Hall Center



Charles Raymond (far right), president and CEO of Sea-Land Service, recently visited the Paul Hall Center for Maritime Training and Education in Piney Point, Md. With him for this photograph (from left) are Bill Eglinton, the center's director of vocational education; John Mason, head of American Services Technology, the center's contracted operator; Kim Raymond; and Don Nolan, the center's vice president. In related news, Sea-Land Service changed its name to CSX Lines, LLC.



Left: Taking part in the joint vessel meeting in Norfolk are Bosuns Scott Palew (left) of the *Comhusker State* and Billy Edwards of the *Flickertail State*.

Right: Answering questions for crew members aboard the *Sea-Land Integrity* about the SIU-NMU merger vote is SIU VP Atlantic Coast Jack Caffey. Listening (from left) are Wiper A. Daif, New York Port Rep. Jack Caffey Jr., Electrician D. Baker and Steward S. Sizemore.



Avondale Goes Union

Arbitrator Affirms Metal Trades' Majority

New Orleans arbitrator Bernard Marcus has certified that the Metal Trades Department of the AFL-CIO and the Metal Trades Council of New Orleans represent a majority of the employees at Avondale's main shipyard facility in New Orleans as well as at the Gulfport, Miss. facility.

Pursuant to the agreement between the unions and Avondale, the company will recognize the unions as the representative for these 4,100 employees.

Announced in a recent letter to representatives of the council and to Avondale's management, the decision clears the final hurdle for the union to begin negotiations for the workers' first contract.

Avondale had already recognized the union as the representative of its Tallulah, La. facility, which consists of about 100 employees.

The certification comes five weeks after the unions and Avondale approved a neutrality agreement which, among other things, set out the procedure for gaining union representation based on a majority of the workers signing petitions reflecting that they desire to be represented by the unions.

Although that process allowed the unions one year to secure the required signatures, the unions gathered substantially more than the required number of signatures in fewer than 10 days from the date of the neutrality pact.

The recognition applies to three Avondale locations: four facilities in New Orleans (the Main Yard, Harvey, Waggaman and Algiers), Tallulah, and Gulfport, Miss.

Litton took over the yards on August 2 last year in a \$529 million buyout.

For more than 50 years, Avondale had been the only major non-union yard building U.S. Navy and commercial ships in the nation. The most recent organizing campaign was launched in the spring of 1993.

"We will be asking Litton to plan for full-scale negotiations as early as possible in the new year," said John Meese, president of the national Metal Trades Department in Washington. "This is definitely the dawn of a new day for the workers at Avondale, but we still have some heavy lifting to do to conclude a fair contract which we have been fighting for all these years."

ITF Secures Greatly Needed Aid For Crew on Runaway-Flag Ship

As the nation celebrated Thanksgiving, crew members aboard the runaway-flag *Hea* sailed into Cleveland with waning hopes and no cause for festivity.

The Filipino mariners were malnourished and badly in need of medical attention. Their living conditions were, perhaps, best illustrated by their use of river water for bathing and brushing teeth.

The German company Zirkel, in charge of the *Hea*, also owed back wages to the entire crew.

Facing those bleak circumstances, an officer aboard the Antigua-flagged vessel contacted the International Transport Workers' Federation (ITF), an organization of transport-related unions to which the SIU is affiliated. (Aiding mariners such as those on the *Hea* is a major part of the ITF's operations.)

Don Thornton, one of the

SIU's ITF inspectors, quickly gained support from Cleveland dock workers who threatened to stop unloading the *Hea's* cargo of steel wire until the crew's demands were satisfied. He also coordinated efforts with ITF officials and dock workers in London and Bremen, Germany (the *Hea's* next scheduled stops outside the United States).

As a result, some of the back wages were paid in Cleveland, with a promise by the company to pay the balance in England—in front of an ITF inspector.

The ship also took on full stores, and arrangements were made for medical attention for those who needed it. Additionally, at least one officer (who had been on the ship for 10 months and was owed \$5,000) received full back pay and permission to sign off the vessel.

Based in London, the ITF

comprises more than 500 unions from approximately 125 countries.

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

In the runaway-flag scenario, a shipowner—often from a traditional maritime nation—registers his vessel in a non-traditional country such as Liberia, Panama, Belize, Vanuatu and others. This is done to avoid his home nation's laws regarding safety, wages, taxes and more.

Crews for these runaway-flag ships typically come from still other nations (like Indonesia, the Philippines and Sri Lanka) where they receive a minimum of training, if any at all. As in the *Hea's* case, these crews often are refused wages for months at a time and receive substandard food allotments, among other difficulties.

Retired SIU VP Bob Matthews Passes Away

Robert A. Matthews, retired SIU vice president and a charter member of the union, died November 29 at his home in Mobile, Ala. He was 85.

Brother Matthews, SIU book number M-1, joined the union in December 1938 in Mobile. The native of Fairhope, Ala. sailed in the engine department until the early 1950s, then came ashore.

Brother Matthews was the SIU port agent in Baltimore from 1953 to 1956, then held that same job in Houston from 1957 to 1961. During the next 11 years, he worked as the union's vice president of contracts and contract enforcement. He was the first chairman of the Maritime Defense League (formed in 1967), and also briefly served as vice president of the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

Brother Matthews cited health concerns when he retired in October 1972 at age 58.

"With Bob's passing, the SIU loses part of its history," said SIU President Michael Sacco. "Bob was there from the beginning."

"Bob was a good negotiator and he had a good rapport with the membership," stated Red Campbell, retired SIU vice president contracts. "He was



Charter member Bob Matthews, book number M-1, served as the union's vice president of collective bargaining.

instrumental in bringing many of the inland companies under contract."

George McCartney, retired SIU vice president West Coast, described Matthews as "very thorough and very accurate as the vice president in charge of contracts, at a time when shipping was tough. He did a good job."

Brother Matthews retired to Mobile and often visited the SIU hall there.

"He enjoyed coming to the hall and sitting down with the bound versions of the *Seafarers LOG* from the 1940s and 1950s, and just reminiscing with other people at the hall," observed Ed Kelly, SIU port agent in Mobile.

Funeral services took place at St. Paul's Episcopal Chapel in Mobile.

Survivors include Brother Matthews' daughter, Daria McDonald.

Deckhand Elhadji Ndiaye Honored for 1998 Rescue



SIU Deckhand Elhadji Ndiaye (center) receives a rescue award November 5 in New York from retired U.S. Rep. Helen Bentley on behalf of the United Seamen's Service. Looking on is SIU VP Atlantic Coast Jack Caffey.

Seafarer **Elhadji Ndiaye** recently received an award for his role in a December 1998 rescue involving a distraught man in New York's frigid Hudson River.

Ndiaye, a deckhand who sails aboard passenger ferries operated by NY Waterway, received a plaque from the United Seamen's Service on November 5 in New York. The award is described as an Admiral of the Ocean Seas (AOTOS) mariner's rosette.

The rescue had an odd twist. The man saved by Ndiaye and his fellow crew members aboard the *Henry Hudson* violently resisted their help.

Described as the "suicide swimmer" by the *New York Post*, Cheng Guo Seng jumped into the river from an elevated embankment in an attempt to drown himself. Someone witnessed the jump and alerted the nearby *Henry Hudson* via radio; the SIU-crewed ferry then quickly moved near Seng.

After struggling for several minutes, Ndiaye and the others finally pulled the delirious Seng into a rowboat that had arrived to help in the rescue.

AMO Celebrates 50th Anniversary



SIU President Michael Sacco (second from left) and SIU VP Contracts Augie Tellez (left) joined in the American Maritime Officers' recent celebration of that union's 50th anniversary. The ceremony took place November 15 at AMO headquarters in Dania Beach, Fla. AMO National President Michael McKay (second from right) and AMO National Secretary-Treasurer Robert McKay (far right) presented the SIU with a plaque honoring the Seafarers' role in establishing AMO in 1949. AMO was chartered by the Seafarers International Union of North America as the Brotherhood of Marine Engineers.

Celebrating Thanksgiving With Seafarers

... Aboard the Blue Ridge

There's nothing like a good meal to ease the feelings of being away from home for the holidays.

So, Recertified Steward **Ron Malozi**, Chief Cook **Henry Richardson** and SA **Stephen Johnson** went all-out in preparing Thanksgiving dinner aboard the tanker *Blue Ridge*.

"We have a good crew on here, and everybody had a great time on Thanksgiving," noted Malozi.

The menu featured traditional Thanksgiving fare along with many other dishes. Highlights included sliced Nova salmon, Danish herring with wine sauce, hot crab hors d'oeuvres, roasted turkey, roasted smoked ham, broiled rock lobster tail, crown roast of veal, boiled Alaskan crab legs, assorted pies and candies, and much more.

The *Blue Ridge* sails from Texas City, Texas to Ft. Lauderdale, Fla., delivering gasoline additives.



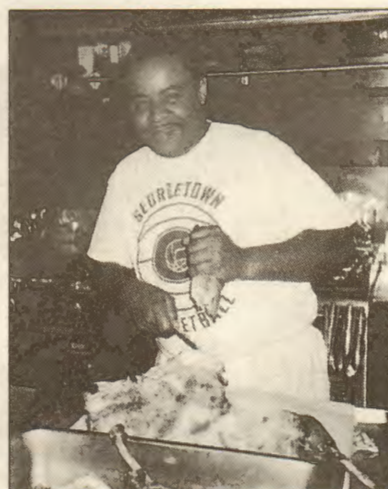
Recertified Steward Ron Malozi presents a full and scrumptious Thanksgiving menu for fellow crew members aboard the *Blue Ridge*.



ANY ROOM LEFT? Assorted pies highlight the dessert menu.



Among the beneficiaries of the Thanksgiving feast are deck gang members (from left) Bosun Frank Lyle, AB V. Cruz and AB Richard Wittwer.

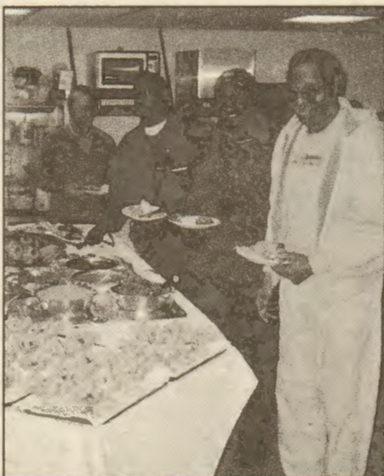
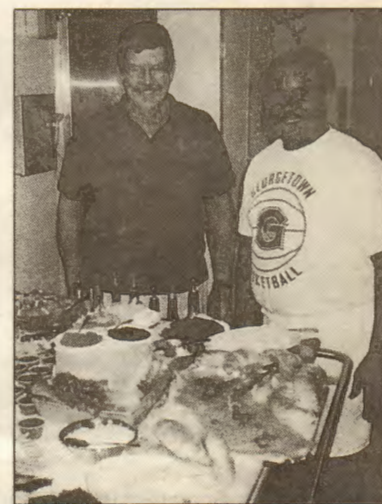


Chief Cook Henry Richardson does the honors and carves the turkey.



Pumpmen Larry Phillips (left) and Bill Hudson partake in the meal.

Below: SA Stephen Johnson (left) and Chief Cook Henry Richardson cheerfully do their parts to ensure a tasty array of food.



Filling their plates are SIU members (top photo) Bosun Klaus "Whitey" Tankersley, AB Wallace William, QMED Kurt Benjamin and QMED Abraham Smith, along with (below) QMED Olie Webber, Engine Cadet Victor Flynn, GUDE Rocky Olds and OS Terry Malone.



USNS Dahl crew members enjoy the meal together.



Chief Steward Javier Delosreyes (left) presents a cake for the crew. Who else but the captain, former SIU member Kurt Kleinschmidt, would make the first cut?



... Aboard USNS Dahl

Editor's note: Former Seafarer Mike Finnigan, now sailing as chief mate aboard the USNS Dahl, sent the following article and accompanying photos to the Seafarers LOG.

The SIU crew on board the *USNS Dahl* put on a great Thanksgiving Day meal for the entire ship's crew. Under the direction of Chief Steward **Javier Delosreyes** and Chief Cook **Gregory McHugh**, the crew mess hall was transformed

and set up for a family-style meal. Bosun **Whitey Tankersley** and the deck department were a great help in setting up the crew mess hall.

Former SIU members Captain **Kurt Kleinschmidt** and Chief Mate **Mike Finnigan** said it was great sitting down with the crew.

The *USNS Dahl* is now docked in Norfolk, Va. after completing the Bright Star exercise for the U.S. Army.



MAKING IT ALL POSSIBLE: Members of the steward department on the *USNS Dahl* are Chief Steward Javier Delosreyes, SA Sean Bracy, Chief Cook Greg McHugh and SA Roy Warren.

Left: Bosun Whitey Tankersley welcomes a young guest to the Thanksgiving dinner.

San Francisco Feast Draws Record Crowd



San Francisco Mayor Willie Brown (top photo, at podium) addresses the more than 400 guests who enjoyed the annual Thanksgiving dinner at the local SIU hall, many of whom are pictured in photo below.



More than 400 Seafarers, retirees, friends and guests – including Rep. Nancy Pelosi (D-Calif.) and Mayor Willie Brown – turned out November 23 for the annual Thanksgiving dinner at the SIU hall in San Francisco.

“This was the biggest and best one yet,” said SIU Assistant Vice President Nick Celona, who helped coordinate the yearly feast.

Approximately three-fourths of the attendees were SIU members, pensioners and their families. The rest included California Labor Federation Executive Secretary-Treasurer Art Pulaski and President Tom Rankin, officials from dozens of unions, local politicians and judges, shipping company representatives and others.

Chief Steward **Burt Richardson** volunteered along with fellow Seafarers in overseeing much of the meal preparation and

presentation.

Celona recalled the first dinner he helped coordinate. “It really started as a small event, with just a few guests, and each year, it grew and grew.

“One thing hasn’t changed: It’s still a time for giving thanks for what we have in the SIU and the American merchant marine.”

For the 1999 celebration, Alioto’s Restaurant on Fisherman’s Wharf cooked 19 turkeys, while desserts were donated by Mimi’s Bakery. SIU-contracted Crowley, Matson, and Sea-Land Service donated a large portion of the food.

As usual, the menu was packed with traditional Thanksgiving chow, including all the trimmings.

Jack Henning, retired executive secretary-treasurer of the California Labor Federation, received a cake for his 84th birthday.



KEY INGREDIENTS:

Volunteering to help prepare and serve the food were Seafarers (top photo, from left) Chief Steward Burt Richardson, Chief Steward Jon Blasquez, Chief Cook Eddie Gomez and Chief Cook John Stein, and (bottom, from left) Wiper Adam Wheeler, Chief Steward Louella Sproul and AB Jason Schoenstein.



Rep. Nancy Pelosi greets the crowd at the SIU hall. Welcoming her are SIU VP West Coast Nick Marrone (left) and SIU Asst. VP Nick Celona (right).



Ready for seconds are (from left) Denise Celona, Dr. Stephen Brattasani, Rachell Boschetti, retired Marine Cooks & Stewards official Roger Boschetti, Flavia Marrone, Jimmy Giblin, and Christine Marrone.

Right: Seafarers welcome San Francisco Mayor Willie Brown to the SIU hall.



Among the SIU-contracted companies taking part in (and donating to) the dinner were Matson representatives (from left) Ron Lempriere, Rick Meleski, Jack Sullivan, Jim Mann, Lynn Korwatch and Tammy Findlay.



In the two photos above and in the one at left, Seafarers, retirees, friends and guests enjoy the festivities at the San Francisco hall.

SIU Charter Members Recall Union's Launch

From Humble Beginnings, SIU Grows and Gains

Editor's note: During the past few months, newspapers and magazines from coast to coast have offered assorted retrospectives as the 20th century nears its conclusion.

In that spirit, the Seafarers LOG on these three pages presents reflections on the union's roots by eight charter members. Though each individual did so in a unique way, the eight Seafarers echoed a common theme. They said that the union's early days, predictably, were a struggle. But through hard work, keen foresight, teamwork and sacrifice, the SIU steadily improved. The SIU's heroic performance in World War II also proved vital in the union's advancement, as reflected in some of the aforementioned members' chronicles.

The charter members have something else in common: More than six decades later, they all still stay updated on the latest SIU news. And they believe that the union today is on the right course for continued success in the new millennium.

Finally, they offer words of experience to those just starting their careers with the SIU.

Here are their stories.



The SIU-crewed *Robin Moor* was the first U.S. ship torpedoed during World War II. Some of the survivors are pictured here.



William Emerson

Age: 83

Joined: Baltimore, 1938

Sailed as: AB

Retired: 1976

Advice to new members: *Be thankful you're in a union. Stay clear of the drugs, and work for the union because the union works for your agreements. Joining the SIU is the best thing I've ever done.*

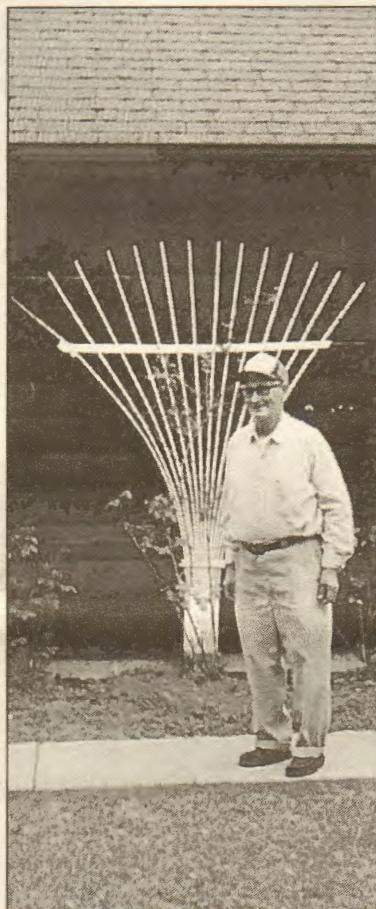
My uncle was a Baltimore policeman. He knew someone who had a shipping hall. They took in four that day in 1938 and put us on the old *Steel Ore*, which at that time was non-union. I basically was just looking for work.



Brother Emerson splices rope on the *Portmar*.

On the non-union ships, there were nine head in a fo'c'sle. The food was terrible, there was no overtime, and sometimes you had to work on your own time. It was just like you were a slave, really.

I had heard a lot about the SIU. A fellow named Bill McKay was the port



agent in Baltimore then. When I joined the union, I saw the biggest difference. It was a great thing. I worked a lot of picket lines in New York, Baltimore and other places. I really enjoyed it.

World War II — It was rough. I sailed on a Waterman ship for nine months, shuttling from Scotland to the Mediterranean. Ships sank all around us.

We would anchor and wait for a convoy. We'd shoot these depth bombs off all night to keep the Germans from setting bombs on our propeller. Then we'd meet the convoy coming out of the Mediterranean. It was terrible.

Other than the war, I really liked the water and was never scared, even though we ran into a few hurricanes. It never bothered me, although I got washed down the deck a couple of times.

I hated to quit when I did, but an auto accident almost killed me.

'Always Have a Job' — I think the SIU is in great shape. You can see that if you're with the union, you know you always have a job if you want to work. A lot of these non-union companies, they don't care about you. But the union will back you and help you.

The opportunity is there. I have two sons who went with the SIU right out of high school (Edward H. and William J. Emerson). They both started from the bottom and went on to get their engineer's license.



The *Flomar*, shown here in 1940, was part of the Calmar Line, one of the first SIU-contracted fleets.



Roosevelt Robbins

Age: 81

Joined: New Orleans, 1939

Sailed as: Recertified Steward

Retired: 1982

Advice to new members: *Try to learn as much as you can and try to go to Piney Point for upgrading. I enjoyed that, being certified as a steward. Some of the best times of my life were at the school.*

The sea always fascinated me. I tried to join the Navy before World War II, but I was too young. I used to hang around the docks. I started shipping on non-union banana boats, then began hanging around the union hall. They shipped me on the *Del Rio*.

The early days were probably 85 percent different than when I retired. Way back then, there was discrimination against blacks. You could only sail when they had a full black steward department. But that changed.

Plus, most of the big ships were NMU at that time. It was rough. We didn't have passenger ships, other than during the war....

I mostly shipped out of New York and New Orleans until I moved to Philadelphia in 1945. Then I shipped from Philly and New York.



Being around the old-timers in New York, I gained a lot of experience. After I had a chance to work with them, I just fell in love with it. The officials always looked out for me — (Atlantic Coast Vice President) Leon Hall and others took me under their wing.

I learned a lot and made a very good living.

World War II — I was on the North Atlantic route during the war and was fortunate to get through it. I lost a lot of friends who were on those ships that were torpedoed on the Murmansk Run.

Once, I was on a coal ship that caught fire right off the Virginia coast. We abandoned ship.

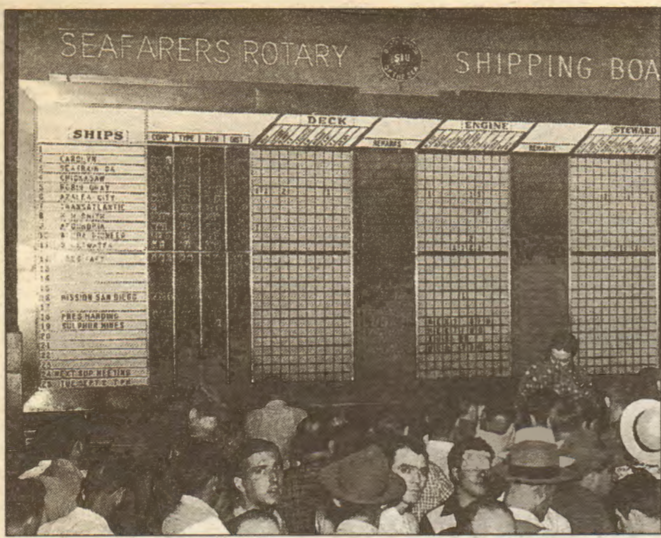
There were a lot of other close calls. In a rough storm, one of my ships practically broke in half. The deck department worked night and day, held it together. We limped into Belfast and stayed there 20-some days. The shipyard workers told us we'd never make it back to New York, but we did make it.

I was lucky all the way through the war.

'See the Progress' — I think the SIU is wonderful. I get the *LOG* every month, and what the union has done, all the ships and jobs, it's way more plentiful than when I got started and even when I retired. When you got off, you had to wait a long time between jobs. Now, guys have it made. They have a chance to upgrade and earn a good living.

You can see the progress the union has made. And we're going to accomplish a lot more. I'd advise any young guy to join, because it's the opportunity of his life.





Eddie Bowers

Age: 84
Joined: Mobile, Ala., 1938
Sailed as: Chief Steward
Retired: 1979



Advice to new members: *Stick with it, upgrade yourself and make a better union. That's one reason the SIU is in good shape today — we stuck with the union. Sometimes we sacrificed, went years without a raise, but it was worth it. That's what built the union.*

I joined because I thought it would be nice to see some of the world, and was able to do that. Travel appealed to me very much. I enjoyed it.

When I first started to sea, I only got \$30 a month. After 1944 or 1945, we started getting raises and it made things much better. We had some very good people as union officials. In talking with the old-timers around Mobile, it gave me a good idea what I wanted to do — people like Orlin Banks, Scotty Ross.

We did go through some hard times. The shipboard conditions were pretty rough, and we weren't making any money in the beginning. We sailed on boats that almost looked like they were ready to be scrapped. Old rust pots. Sometimes we were scared, but we made it. We sailed all over the world. Those are some trips I'll never forget.

I remember walking picket lines, too. The Isthmian strike and just about every other picket we had since then. I enjoyed working with the union. I just love, Seafarers. I don't think that anyone who went to sea could love it any more than I did.

Promising Future — The SIU turned the corner because we had such dedicated people in the union. It was reassuring to know we had people who were so dedicated.

From what I see today, things are looking good for the SIU. One thing I thought would never happen is the merger with the NMU. We had many fights aboard the ships. They would come on board to fight. But now, whatever's best for our union.

I started at an early age and worked a long time. It was worth it.



Seafarers pack a meeting at union headquarters on Beaver Street in New York (top) and demonstrate in Manhattan during a beef (below).



Nathan Rudnick

Age: 79
Joined: Miami, 1938
Sailed as: AB (later attained license)
Retired: 1982

Advice to new members: *You're fortunate to be starting a great living, with top wages, health benefits, vacation pay — every kind of benefit. Your living conditions aboard ship are as good if not better than some people's homes, with all kinds of facilities and no better food at any restaurant in the whole world. If you pay attention, there's no end to your going up the ladder and being captain of your own ship.*

I got my papers in Boston, then went to Florida and hung around the union hall. I first sailed with Bull Line, as a wiper. Bull Shepard (later an SIU official and a founder of the Paul Hall Center) was an AB on another ship I was on in 1938, the *Estrada Palma*. In 1939 and 1940 I sailed as an AB on a Delta Line ship, the *Del Rio*....

I was involved in one of the first strikes the SIU pulled, in 1938. The company was P&O (Peninsula and Occidental) Steamship. They had five ships in Port Everglades, three railroad car ferries and two passenger ships. I walked the picket line for a month, maybe two. I remember picking up nickel milk bottles on Miami Beach taking them for change.

At that time, Port Everglades had absolutely nothing. There was one dock, one company office building that was really a shack, and two "B" joints. Otherwise, all the land was barren.

On one of their ships, the *Estrada Palma*, all the crew's quarters were on deck and we made two weekly trips between Port Everglades and Havana, Cuba. We had two sets of railroad tracks and we took on board 28 freight cars — 14 on each track. The ship was put astern to the dock and fastened ashore with a huge hasp, so the shore tracks would meet with the ship tracks.

(Editor's note: the P&O strike lasted 14 months, with the SIU finally winning in the summer of 1939. Ninety percent of the 300 crew members in the fleet certified the SIU as their sole bargaining agent.)

World War II — After two years I got a third mate's ticket. During the war, I was sailing on the Liberty ship



Rudnick (right) and two shipmates from the engine room of the *Estrada Palma* visit the Newport News, Va. maritime museum while the ship undergoes repairs.

William S. King when we were torpedoed on the way home. We spent three-and-a-half days in the lifeboat, then ended up in South Africa. The submarine came up and took the captain POW.

I left the industry after the war, then in 1975 I joined the SIU again. I sailed as an AB.

Education Is Key — One of the most important things the SIU has done, as I look at it, is the schools they've run to train seamen. In the old days, you learned from the older seamen aboard the ship — fire fighting, lifeboats and so on.

Today, when a kid comes aboard the ship, I imagine he probably knows more than the average AB knew 40 years ago. He knows about life-saving equipment, gas techniques for going into the hold of a tanker, for example. In the old days, you didn't know those things until you sailed for at least a few years.



The SIU-crewed *Estrada Palma* sailed between Port Everglades, Fla. and Havana, Cuba.

Salvatore Frank Jr.

Age: 78
Joined: Providence, Rhode Island, 1938
Sailed as: Bosun
Retired: 1985

Advice to new members: *Do your work. Do what you're told to do, and don't slack off. Keep your mouth shut and your ears and eyes open, and you'll get along fine. And don't go in with the attitude that you already know everything. We all have to learn.*

I quit school in junior high and went into a civilian camp so I could make money. It was a camp to get us kids off the street, but I didn't stay there long because I had the SIU.

I'd heard about the union through a relative who worked as a longshoreman. Another relative wanted to get me into the NMU, but I chose the SIU. The NMU was nothing but communists in those days, and I didn't want to belong to no communist organization.

Frank Berry was the agent when I joined at the hall on South Main Street. I used to clean up after hours. I started as an OS and an organizer — and I got kicked off the ship the same day, as soon as I mentioned the union!

Then I got a job on the *Herman F. Whitten*, an SUP ship.

Different Era — I liked it in those days, liked the guys. Today, you have to lock your lockers. In those days, you got paid, you could leave your money on your bunk, go take a shower and come back and the money would still be there. The deck department all slept together in one room, except for the bosun, who had his own room.

I shipped from Mobile. Every time it rained, we had



This photo is believed to be one of the earliest in SIU history, taken in fall 1938 in Providence, R.I.

to move to one side of the hall because the roof leaked. But I liked it down there. I was the only Yankee at the hall at that time. The guys bought me a rebel hat from the Civil War era.

I wasn't fussy, so long as I worked. Anything to make a dollar. I didn't stay on the beach too long....

When we went on strike, I went out. I was ashore for the Isthmian and Bull Line beefs (1945-47, and 1957-58, respectively). The only thing I didn't like was when we [supported a] strike on Beaver Street (in New

York), helping the telephone operators. I got clubbed in the head. I still got a lump here.

But I got to see the world, and the pay was good. There's something about the ocean that attracted me.

World War II — I sailed on the Atlantic side in 1942. We went to the invasion of North Africa, went along the dock. The deck department did all the discharging — the whole ship. We finished the job in seven days.

I also made a trip to England on an old Hog Island ship. It was very slow, and we saw some other ships get knocked off along the way.

On D-Day, I went to Normandy on a small tanker. Our job was to fuel the hospital ship and the LCIs (landing craft). During a storm, our anchors broke loose and we ended up on the beach, right where they were holding German prisoners. We weren't supposed to go ashore, but we went anyway.

As soon as I got back to the States, I got on a Robin

Continued on page 10

SIU Charter Member Frank Recalls Union's Launch

Continued from page 9

Line ship....

One time, my ship mistakenly ended up in the middle of a British war ship convoy at night. We almost fired on them, not knowing who they were.

Another time, in 1943, we ended up in a typhoon, while we were carrying airplanes on deck....

I also sailed during Korea and Vietnam, and that was totally different compared to World War II. Some of the foreign ships refused to carry our cargo. But as you see in the LOG now, the armed forces have more respect for us — American ships and American crews. During the war, some of them had no use for us. They called us draft dodgers. I was no draft dodger. We took the oath, same as they did when they joined the service. A lot of people don't know that, even G.I.'s from World War II. We had old guys who went to sea when they didn't have to. Others couldn't get in the service, so they went to sea. And many lost their lives.

We didn't make a lot of money. About \$50 or \$60 a month as on OS. And when we got off a ship, we had to take care of ourselves. There was no paid leave.

Bright Future — Why has the SIU remained strong? First, you've got to give credit to Paul Hall. He was in there, fighting. Him and (Paul Hall Center Vice President and SIU Representative) Frank Mongelli.

If Paul could only be alive today and see how well the union's doing. But he's happy in heaven. Mike Sacco is doing a hell of a good job. He's getting the unions together, and this makes us more powerful. When we go out for something, we can get it together.

The absence of strikes is another positive. That's the best way to do it — talk things over. It's working.



Tom Fields

Age: 87

Joined: Savannah, Ga., 1938

Sailed as: Chief Cook

Retired: 1982

Advice to new members: *Be thankful for what you've got. Be good to yourself and everybody else. It took a long time to get what we have today.*

I was a longshoreman, but I got tired of that. When I had the chance to go to sea, I took it.

I first sailed on a Savannah Line passenger ship. We took the ship up to New York to drydock.

It was rough in those days, nothing like it is today — in every respect. The food wasn't as good, for sure. Plus, the companies didn't want the union. Every chance they got, they tried to break it up.

When I first started, I was getting \$1 a day as a messman. There was no overtime or anything like that. They were very difficult times in the beginning, but it was still exciting. Going to sea meant you saw different things and different parts of the world.

World War II — In June 1942, I was on the passenger ship *City of Birmingham* when we were torpedoed, sailing out of Norfolk, Va. We were carrying bilge workers to Bermuda, and a destroyer escort picked us up.

During the war, I sailed in the Pacific a lot. It was a tough time out there. I also sailed the North Atlantic. The German wolf packs were knocking so many ships off, but we made it. Of course, once we got to Russia, we couldn't go anywhere.

The war helped change a lot of our shipboard conditions, helped improve them. Then the war ended and things improved some more, especially in the 1950s and 1960s.

What Lies Ahead — I think the SIU is getting better all the time, and the officials are doing a good job. We're improving all the time, which you can see with all the (newly contracted) ships. I can't see anything but getting better.

Warren Brown

Age: 79

Joined: New York, 1938

Sailed as: FOWT (later attained license)

Retired: 1950

Advice to new members: *Listen to everybody on that ship. Ask questions if you don't understand. Some people may laugh at questions, but don't pay them any mind.*

I started sailing because times were tough. I was just a kid, 16 years old, and at least by going to sea I got my room and board, plus my pay. I couldn't get in the armed services because of my eyesight.

The NMU in those days had the most jobs and the best runs. We had constant trouble with them. There were some ports we wouldn't go ashore in, and others where, if you went ashore, you went in a group. We did lots of organizing. Then the war came along, and we got so many new people, it was tough to stay on course.

I enjoyed seeing different places, meeting different kinds of people. Some ships were better than others. We had a saying: "The last ship was the best one, the ship you're on is the worst, and the next one will be better than anything." But it never worked out that way!

World War II — One thing I learned before the United States got into the war, from talking with foreign seamen in various overseas ports — the slow ships were going to be trouble. The worst thing that happened, I was standing the 4 to 8 watch on a run to England, and we got hit with a dead torpedo.

Before the war, there wasn't much of a change in crews. But most everybody was what I'd call a bona-fide seaman. They had basic knowledge of all shipboard jobs. This is what killed a lot of people during World War II; they were trained, but they weren't seamen.

Remembering Paul Hall — When it came to the union, the thing that impressed me the



most — and I'm not saying this because it's popular — was Paul Hall's attitude. He truly wanted the seaman to have a better life. He had a hard time convincing people that seamen needed to be educated, but he did it.

At that time, there was an adversarial attitude by the companies and by us. Paul taught us that we had to stop, if we were going to get anywhere. Paul said, "We're going to have to prove to the shipowner that we're responsible people. That's the only way we'll succeed." He made a tremendous impression on a lot of people, and I'm one of them.

We once sailed together on the *Schoharie*, South Atlantic Steamship Co., out of Savannah. The voyage was Baltimore to Egypt to Arabia and India, then back to Baltimore. Paul was the watertender.

He went and told [someone similar to a port captain] that we needed electric fans on the ship. The guy refused. Paul said, "I'll give you my personal word that those fans will be as good when we come back as when we left." He even offered to pay for them. The guy said okay, and put the fans on the ship.

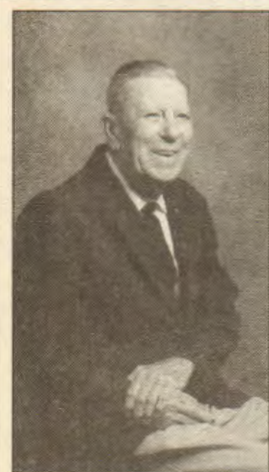
Every week, Paul told everyone what he had done, reminded the guys to keep them clean. He said if we can't take care of things, then we won't get them in the first place. The first thing when we got back, that guy went up the gangway and looked at the fans. And you know what kind of shape they were in.

On the Right Track — It was very tough to give up shipping, because I had started when I was young. That was all I knew. People ashore didn't think the same way we did. But I'd started a family, and my wife said I had a choice, if you know what I mean.

Today, I'm happy to see the SIU is getting some new ships. The union seems to be well-organized, and it's great that members are upgrading themselves, studying and taking advantage of the school. Not many unions have a school like that.

It's hard to believe that a country with this much coastline doesn't think more of merchant shipping. I hope our merchant marine expands.

The toughest job the union had was to teach the members that if you took, you had to give. You had to be reasonable. And it's working. Everybody's on the right track.



James L. Tucker

Age: 87

Joined: Jacksonville, Fla., 1938

Sailed as: Bosun. Also worked as a port official in New Orleans, Baltimore, Mobile, Ala. and Charleston, S.C.

Retired: 1971

Advice to new members: *If you're interested, it's a good life. But you have to want to improve yourself at all times.*

I was raised in a home where everybody was union, so when I started going to sea, I joined. I actually started with the International Seamen's Union (ISU), a forerunner of the SIU, in 1933.

My first SIU trip was in 1938 on the *Marjorie*, a Bull Line ship. It was what I could find in those days. I stuck with it, I enjoyed it and I eventually made a good living.

In those days, the early days, you couldn't raise a family (as a merchant mariner). Most of the improvements came after World War II. People like (Secretary-Treasurer, then SIU President) Paul Hall, (Secretary-Treasurer) Whitey Hawk and (Atlantic District Chairman) Duke Duchesne started the ball rolling.

Early Memories — It was a struggle. Little by little, we kept improving things.

Then we started the school (in 1952 in New York), and that gave the boys some experience. It was sort of hard to teach them on the ship. Although, several of the ships I was on, especially Delta Line, we had classes for wire splicing and other things, and that's how a lot of people learned. But it was hard to take the time to teach.

Shipboard conditions also were improving during this time.

World War II — I was bosun on the Liberty ship *Roger B. Taney*, a Waterman ship. It was February 7, 1943. We were empty when we were torpedoed about 500 miles into the South Atlantic.

The survivors spent 42 days in two lifeboats — 22 people in one boat, 26 in the other. All but three of the crew made it.

We set up regular watches, just like on a ship, although we were elbow to elbow. We still had (fresh) water that came with the lifeboat, plus we caught water on a canvas top to the boat. That's what actually saved us, I believe. There were stores for 31 people for 30 days, but we had double stocked.

We had prayer every day. Eventually we were picked up a mile from the beach in Brazil. We could see the light ashore for two days before we got picked up.

I sailed again after this incident, to Russia and the Pacific. That was my livelihood.

Seeing the World — What I enjoyed most about the SIU was the travel, seeing all these different countries. In those days, there were no fast turnarounds like today. You could lay two, three, four weeks in a place.

I mostly went to South America, on the Delta Line ships. I spent more than 20 years on those ships alone, but I also made seven trips around the world with Isthmian.

And even though I worked for the SIU ashore, when I retired I was sailing. My last ship was the *Del Sud*....

The SIU is improving all the time. The union is making it more convenient for the members to learn, which they need to keep up with the improvements on the ships. You pick up a little on the ships, but not enough.

One thing the industry has to do is get rid of all these fly-by-night outfits, these runaway-flag operators.



Tucker is pictured aboard the *Del Mar* in 1949.



Paul Hall Center Course Guide for 2000

The infamous "Y2K bug" forced organizations worldwide to plan ahead, taking preventive and often costly steps to avoid computer glitches stemming from the turn of the century.

Forward thinking is nothing new at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. From its opening in 1967, the center has enjoyed a well-deserved reputation for constantly improving and consistently meeting the industry's ever-changing needs.

The school remains steadfastly committed to turning out the best-trained mariners in the world. During the past year, the most visible evidence of that commitment was the opening in May of the Joseph Sacco Fire Fighting and Safety School, a world-class facility located on school property near the main campus. This new, million-dollar school arguably is the



Students at the Joseph Sacco Fire Fighting and Safety School are trained specifically in fighting shipboard fires.

finest of its kind. It is designed specifically for shipboard fire fighting training, and features state-of-the-art classrooms and equipment. The Paul Hall Center also

STCW classes in Hawaii.

These are just a few of many examples of how the Paul Hall Center continues to offer cutting-edge training for Seafarers.

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

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

The basic eligibility for SIU members who want to upgrade at Piney Point includes 120 days' seetime in the previous year, one day of seetime in the last six months prior to the date the class starts, a copy of their z-card (front and back), a copy of the identification page of their union book, plus any other course-specific requirements. If the course mandates a U.S. Coast Guard test to acquire the endorsement, then the upgrader must meet all Coast Guard requirements prior to taking the class. Some courses have other specific requirements which are printed in bold.

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

Deck Department Courses

Able Seaman

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

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

Lifeboat/Water Survival

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

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

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

Bridge Management

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

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



Hands-on training in steering and following commands is one aspect of the excellent AB course offered at the Paul Hall Center.

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

Students must have a valid radar certificate to enroll.

Celestial Navigation

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

Radar Observer/Unlimited

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

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

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

ARPA - Automatic Radar Plotting Aids

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

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

Third Mate

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

made other improvements. The school began offering two U.S. Coast Guard-approved STCW basic safety courses whose content is essential in helping merchant mariners comply with the 1995 amendments to the STCW convention. It also initiated a Coast Guard-approved, 32-hour class in automatic radar plotting aids (ARPA).

Additionally, the school closely worked with the American Council on Education and earned certification for many of its courses that potentially allow Seafarers to receive college credit for those particular classes.

The school also continued its long tradition of providing company-specific and on-site training throughout the U.S., including

Steward Department Courses

Unlicensed Apprentice Courses

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

Galley Operations

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

Certified Chief Cook

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

Advanced Galley Operations

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

Chief Steward

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

Engine Department Courses



Classroom instruction as well as hands-on experience help upgrading Seafarers remain the best trained workforce in the maritime industry.

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

Fireman/Watertender and Oiler

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

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

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

QMED-Any Rating

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

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

QMED Classification Steps

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

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

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

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

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

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

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

Power Plant Maintenance

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

Course entry requirement is QMED-Any Rating.

Marine Electrical Maintenance I

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

Course entry requirement is QMED-Any Rating.

Marine Electrical Maintenance II

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

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

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

Course entry requirement is Marine Electrical Maintenance I.

Diesel Engine Technology

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

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

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

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

Hydraulics

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

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

Course entry requirement is QMED-Any Rating.

Basic Electronics

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

Marine Electronics Tech I

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

Course entry requirement is Basic Electronics.

Pumproom Maintenance

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

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

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

Refrigeration System Maintenance and Operations

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

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

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

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

Refrigerated Containers

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

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

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

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

Welding

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

Third Assistant Engineer

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

All FOWT, AB and QMED applicants must submit a U.S. Coast Guard fee of \$280 with their application. The payment should be made with a money order only, payable to LMSS.

Inland Department Courses

Engineroom Familiarization

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

Engineroom Operations & Maintenance

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

Engineroom Troubleshooting & Casualty Control

This two-week course is an advanced skills program designed to upgrade the skills of the

chief engineer for handling emergencies and other non-routine operating conditions.

Tankerman (PIC) Barge

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

Limited License/License Prep

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

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

All Departments: Upgrading and Specialty Courses

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

Government Vessels Course

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

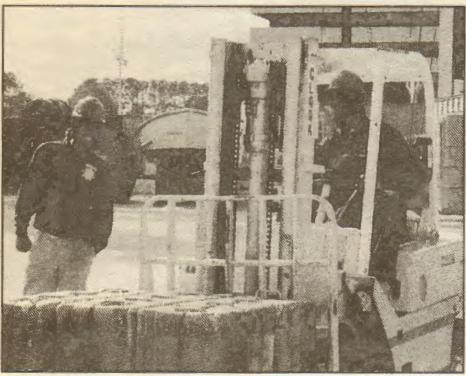
The course is structured as three one-week, stand-alone modules. The modules may be taken in any order.

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

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

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

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



Forklift operations is one facet of training in the government vessels course.

Oil Spill Prevention and Containment

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

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

Hazmat Recertification

Available for personnel who have completed 40- or 24-hour hazardous materials (hazmat)

courses and who must be annually recertified, this one-day class includes a regulatory overview of Occupational Safety and Health Act (OSHA) requirements, as well as reviews of toxicology terminology, medical monitoring instruments and techniques, site-control and emergency preparedness, proper use of respiratory protection and monitoring equipment and new technology.

First Aid and CPR

Students in this three-day class learn the principles and techniques of safety and basic first aid, as well as cardiopulmonary resuscitation (CPR) according to the accepted standards of the American Red Cross. After successful completion of each phase of this course, students are awarded a certificate from the American Red Cross.

Basic Fire Fighting

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

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

Advanced Fire Fighting

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

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

Industrial Relations

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

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

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

General Physical Fitness

The U.S. Coast Guard places certain physical



Water survival (above) and fire prevention techniques (right) are two of the topics covered in the STCW basic safety refresher course which helps Seafarers meet the requirements of STCW Chapter VI.

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

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

Tanker Familiarization/ Assistant Cargo (DL)

This is a 15-day, U.S. Coast Guard-approved, Category 1 course. It is designed to meet the Code of Federal Regulation requirements for personnel not having the required sea service. The objective of this course is to provide the knowledge and skills necessary to conduct operations on tankships. Topics include the 16-hour worker health and safety (HAZWOPER) First Responder/Operations Level, ship design and operation, cargo characteristics, enclosed space entry, cargo transfer and shipment, and pollution prevention and emergency operations and response.

LNG Familiarization

This three-week course consists of a safety program designed to meet STCW requirements for those who have not served on LNG ships. The course of instruction includes LNG fire fighting, confined space awareness, LNG nomenclature, LNG ship operations, personal safety, LNG safety, hazardous material, LNG cargo tank (level indicators, temperature),



LNG cargo pumps (Carter pump construction and ops), inert gas generator (general flow system), nitrogen gas system, LNG vapor compressor, warm-up heater and boil-off heater. (This course is limited to 25 students maximum.)

STCW Basic Safety Refresher

This five-day U.S. Coast Guard-approved course meets the five-year STCW Chapter VI basic safety requirement for all personnel sailing prior to August 1, 1998. The four modules contained within the course are fire prevention and fire safety, elementary first aid, personal survival techniques and personal safety and social responsibilities. Classroom training in combination with assessment of proficiency as per STCW tables will be conducted and entries made in the training record book. (This course is limited to 25 students maximum.)

Academic Department Courses

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

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

General Education Program

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

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

Adult Basic Education

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

ematical skills. These skills help students experience greater success in both vocational and academic classes. Students who receive low scores on the TABE benchmark examinations, given at the Paul Hall Center, are encouraged to enroll in this program. Students may enter these classes while attending upgrader courses or may enroll in an extended ABE course offered throughout the year.

English as a Second Language

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

Basic Vocational Support Program

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

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

College Program

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

Paul Hall Center Upgrading Course Schedule for 2000

The following is the course schedule for the first half of the new year—January through June 2000—at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

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

For additional information, contact the Paul Hall Center, P.O. Box 75, Piney Point, MD 20674-0075; telephone (301) 994-0010. Please note that students should check in the *Saturday before* their course's start date. The courses listed here will begin promptly on the morning of the start dates.

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	January 24	February 18
	February 21	March 17
	March 20	April 28
	April 17	May 26
Able Seaman - Inland	January 31	February 18
Lifeboatman	January 10	January 21 (pre-AB)
	February 7	Feb. 19 (pre-AB)
	March 20	March 31 (pre-AB)
	April 17	April 28 (pre-AB)
Radar	January 17	January 28
	March 6	March 17
	April 3	April 14
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	January 10	January 14
	January 31	February 4
	March 20	March 24
	April 17	April 21
Limited License	May 1	June 23

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	January 10	February 18
	April 3	May 12
QMED - Any Rating	January 24	April 14
Basic Electronics	January 10	January 28
Marine Electronics Technician I	January 31	February 18
Welding	January 10	January 28
	February 14	March 3
	March 13	March 31
	April 17	May 5
	May 26	June 9
Designated Duty Engineer (DDE)	May 15	June 23

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/ Assistant Cargo(DL)* (*must have basic fire fighting)	January 10	January 28
	February 7	February 25
	March 6	March 24
	April 3	April 21
	May 1	May 19
	June 2	June 16
Basic Firefighting	January 17	January 21
	February 28	March 3
	March 27	March 31
	April 24	April 28
	May 22	May 26
Advanced Firefighting	January 10	January 21
	February 14	February 25
	March 6	March 17
Government Vessels	January 31	February 18
	February 28	March 17
	March 27	April 14
	May 1	May 19
STCW Basic Safety (refresher)	February 7	February 11
	March 6	March 10
Tankerman (PIC) Barge* (*must have basic fire fighting)	January 24	January 28
	March 13	March 17
	April 3	April 7
	May 22	May 26
LNG Familiarization* (*must have advanced fire fighting)	February 28	March 3
	March 20	March 24
Oil Spill Containment	February 28	March 3

Steward Upgrading Courses

Galley Operations/Advanced Galley Operations modules start every week beginning January 3. Certified Chief Cook/Chief Steward classes start every other week beginning January 10.

Academic Department Courses

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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.

Dispatchers' Report for Deep Sea

NOVEMBER 16 — DECEMBER 15, 1999

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	26	10	5	17	9	4	9	48	18	9
Philadelphia	9	1	0	4	4	0	2	14	2	3
Baltimore	7	5	4	6	4	0	0	11	3	5
Norfolk	13	14	7	13	9	5	9	21	21	6
Mobile	15	6	6	8	4	5	1	26	8	8
New Orleans	19	14	9	18	14	6	6	25	14	7
Jacksonville	53	19	5	33	13	3	10	75	34	10
San Francisco	25	9	7	22	4	6	5	38	14	4
Wilmington	21	11	7	23	5	4	16	38	25	13
Seattle	44	17	15	22	11	10	12	61	15	11
Puerto Rico	13	5	3	11	8	2	3	14	2	2
Honolulu	11	5	3	10	8	4	3	15	8	3
Houston	31	11	9	22	14	5	8	40	14	11
St. Louis	3	3	3	1	1	2	1	4	4	3
Piney Point	1	3	2	0	3	3	1	2	3	0
Algonac	0	1	0	0	0	2	0	1	1	1
Totals	291	134	85	210	111	61	86	433	186	96
ENGINE DEPARTMENT										
New York	18	6	0	8	11	2	6	30	6	1
Philadelphia	3	3	1	2	3	1	1	3	4	0
Baltimore	2	6	1	2	4	3	0	4	4	2
Norfolk	6	8	10	4	5	5	1	7	11	6
Mobile	12	5	3	4	7	0	2	14	3	4
New Orleans	10	12	4	6	5	7	3	13	18	3
Jacksonville	28	10	6	15	5	3	7	41	20	7
San Francisco	13	6	2	10	9	2	5	22	7	0
Wilmington	7	8	3	9	2	4	2	14	14	5
Seattle	14	5	3	9	7	4	4	19	9	5
Puerto Rico	8	2	1	6	1	2	4	7	5	0
Honolulu	8	10	3	9	9	3	4	8	9	6
Houston	13	7	3	10	7	2	3	27	10	6
St. Louis	0	1	1	1	0	1	2	1	1	2
Piney Point	4	6	5	2	5	2	2	4	5	3
Algonac	0	0	1	0	1	1	0	0	0	2
Totals	146	95	47	97	81	42	46	214	126	52
STEWARD DEPARTMENT										
New York	27	8	1	16	6	1	9	27	10	1
Philadelphia	2	1	0	3	0	1	0	5	2	1
Baltimore	2	1	2	1	1	0	0	2	1	2
Norfolk	13	8	2	6	7	2	3	16	8	2
Mobile	4	1	1	2	2	0	0	10	2	3
New Orleans	4	5	1	6	4	1	2	12	11	2
Jacksonville	15	4	2	12	2	3	10	24	12	4
San Francisco	23	6	2	19	2	3	5	44	7	0
Wilmington	17	5	1	14	3	0	8	25	8	1
Seattle	31	2	1	15	2	1	8	35	4	0
Puerto Rico	0	1	0	0	0	0	1	2	2	0
Honolulu	14	4	17	8	5	10	7	20	4	12
Houston	16	3	1	8	1	1	5	21	5	1
St. Louis	1	0	0	1	0	0	0	2	2	0
Piney Point	5	5	0	2	0	0	0	6	6	0
Algonac	0	1	0	0	0	0	0	0	1	0
Totals	174	55	31	113	35	23	58	251	85	29
ENTRY DEPARTMENT										
New York	5	21	18	5	14	13	0	10	36	30
Philadelphia	0	5	0	0	2	0	0	0	5	1
Baltimore	0	6	0	0	5	0	0	1	4	3
Norfolk	1	11	8	0	6	7	0	2	23	9
Mobile	2	4	4	0	5	3	0	5	8	3
New Orleans	2	10	13	1	4	7	0	4	18	17
Jacksonville	5	10	13	4	11	13	0	6	24	14
San Francisco	10	13	9	4	11	6	0	16	24	6
Wilmington	7	11	6	3	6	5	0	12	13	10
Seattle	6	9	9	2	7	5	0	13	24	15
Puerto Rico	2	3	7	6	3	7	0	2	1	3
Honolulu	8	29	68	6	15	67	0	14	45	82
Houston	0	10	8	3	14	6	0	1	13	11
St. Louis	0	1	0	0	0	0	0	0	2	0
Piney Point	0	19	22	0	18	11	0	0	6	18
Algonac	0	1	1	0	2	1	0	1	0	1
Totals	48	163	186	34	123	151	0	87	246	223
Totals All Departments	659	447	349	454	350	277	190	985	643	400

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

February & March 2000 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney PointMonday: February 7, March 6
 AlgonacFriday: February 11, March 10
 BaltimoreThursday: February 10, March 9
 DuluthWednesday: February 16, March 15
 HonoluluFriday: February 18, March 17
 HoustonMonday: February 14, March 13
 JacksonvilleThursday: February 10, March 9
 Jersey CityWednesday: February 23, March 22
 MobileWednesday: February 16, March 15
 New BedfordTuesday: February 22, March 21
 New OrleansTuesday: February 15, March 14
 New YorkTuesday: February 8, March 7
 NorfolkThursday: February 10, March 9
 PhiladelphiaWednesday: February 9, March 8
 San FranciscoThursday: February 17, March 16
 San JuanThursday: February 10, March 9
 St. LouisFriday: February 18, March 17
 TacomaFriday: February 25, March 24
 WilmingtonTuesday: February 22*
Monday: March 20
 (*change created by Presidents' Day holiday)

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

Personals

CAPT. CHARLES T. MILLER AND OTHER CREW MEMBERS OF THE SS MAYAGUEZ (1975)

Please contact John Warren at (703) 908-4242.

RAOUL PADRA

Please get in touch with Kevin Schultz. You may write him c/o the Seamen's Church at 241 Water Street, New York, NY 10038.

THOSE WHO SAILED FROM 1938-'40

SIU charter member Nathan Rudnick would like to hear from former shipmates who sailed on any of the following vessels between 1938 and 1940: Estrada Palma, SS Mary, Capilla, Flurspar. He may be reached at P.O. Box 25547, Tamarac, FL 33320.

Holiday Greetings

The following holiday greetings arrived too late for inclusion in the December issue of the LOG.

To Rex Bolton, Nancy Hadgen, Ray Garcia, Monte Grimes and Big Skip

Merry Xmas. Hope Santa brings you everything you want. Happy 2000. May you always have fair winds and calm seas.

Francis Adams

To Randy Stevens and friends of Teddy Wood

Peace and goodwill to all my brothers at sea. We will miss you, Teddy! Landlocked due to injury - please write!

David Etheredge

To all Seafarers

Merry Christmas. Be as happy as you can be. To anyone who would care to write, I'd love hearing from you. To Randy and his family, best wishes.

James D. Holland,

#391218

Wynne Unit C.C.

Huntsville, Texas 77349

To my SIU brothers and sisters in Jacksonville, Fla. and San Juan, P.R.

Wishing you all the best of everything and much, much more, now and always. P.S. Don't forget SPAD.

Jose Lopez Morales

To Tina, Amber and Teresa Richardson

Merry Christmas to my loving wife and daughters. Keep an eye on the moon. I'm always watching you. All my love,

Carlton D. Richardson



Merry Christmas from Chief Steward Sandra Leonard.

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

Kermett Mangram
Vice President Government Services

HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

DULUTH

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

Dispatchers' Report for Great Lakes

NOVEMBER 16 — DECEMBER 15, 1999

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
	Algonac	0	19	15	0	15	10	0	0
Port	DECK DEPARTMENT								
Algonac	0	19	15	0	10	9	0	6	6
Port	ENGINE DEPARTMENT								
Algonac	0	5	12	0	4	9	0	1	3
Port	STEWARD DEPARTMENT								
Algonac	0	15	18	0	10	10	0	5	8
Port	ENTRY DEPARTMENT								
Totals All Depts	0	58	60	0	39	38	0	12	17

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

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

Dispatchers' Report for Inland Waters

NOVEMBER 16 — DECEMBER 15, 1999

Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
	Atlantic Coast	0	0	0	0	0	0	0	0
Gulf Coast	2	1	4	1	1	1	2	0	14
Lakes, Inland Waters	30	0	0	20	0	0	10	0	0
West Coast	1	0	4	4	1	4	5	2	19
Totals	33	1	8	25	2	5	17	2	33
Region	DECK DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	1	0	0	0	0	0	1	0
Lakes, Inland Waters	20	0	0	18	0	0	2	0	0
West Coast	0	0	0	0	0	0	1	0	1
Totals	20	1	0	18	0	0	3	1	1
Region	ENGINE 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	12	0	0	2	0	0	2	0	0
West Coast	0	0	1	0	0	0	1	0	3
Totals	12	0	1	2	0	0	3	0	3
Region	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	12	0	0	2	0	0	2	0	0
West Coast	0	0	1	0	0	0	1	0	3
Totals	12	0	1	2	0	0	3	0	3
Totals All Depts	65	2	9	45	2	5	23	3	37

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

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

PIC-FROM-THE-PAST

This photo was sent to the *Seafarers LOG* by pensioner **Alfred Porcari** of Howard Beach, N.Y.

It was taken on September 11, 1954 aboard the *Robin Goodfellow*. The Seas Shipping Co. Inc. vessel was off the coast of Dar es Salaam, Tunisia (East Africa) at the time, and obviously the fishing was good.

This was a great company to work for, Porcari wrote in a note accompanying the photo. It had 12 ships, all on the South African run. On these ships in those days, they had great grub and plenty of overtime and movies for the crew....This was a 120-day trip.

Porcari (standing at left) was a 25-year-old OS at the time. Next to him is the chief cook, and behind the chief cook is Bosun Pat Maranelli, who later became a patrolman.

Porcari, now 70, joined the SIU in 1947 and retired in 1991.





Among the 17 Seafarers joining the ranks of pensioners this month are three graduates of the Towboat Operators Scholarship Program.

Representing 78 years of active union membership, Brothers Leslie W. Gibbs, Carl K. Moor and John R. Thomas graduated from the towboat operators scholarship program offered at the Seafarers Harry Lundeberg School in Piney Point, Md. This program was designed to prepare qualified mariners for licenses under U.S. Coast Guard regulations requiring such documentation for all operators of un-inspected towboats and tugboats.

Including the three graduates, nine of the retirees navigated the inland waterways, five shipped in the deep sea division and three sailed aboard Great Lakes vessels.

Eleven of the retiring pensioners sailed in the deck department; four worked in the engine department and two were members of the steward department. Ten of the retirees served in the U.S. military—six in the Navy, two in the Army and one each in the Air Force and Marine Corps.

This month's pensioners have retired to all parts of the country: seven reside on the East Coast; six make their homes in the Gulf states; three live in the Midwest; and one is on the West Coast.

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

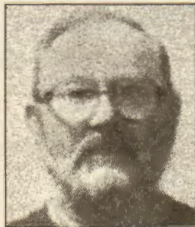
DEEP SEA



RITA M. BALLARD, 60, joined the Marine Cooks & Stewards (MC&S) in 1965 in the port of San Francisco. Her

first ship was the *Lurline*, a Matson Navigation Co. vessel. Born in Switzerland, she sailed as a member of the steward department. Prior to retiring, she sailed aboard the *SS Independence*, operated by American Hawaii Cruises. Sister Ballard makes her home in Santa Rosa, Calif.

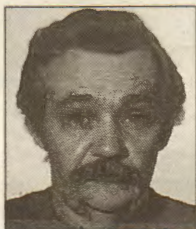
LEONARD BARTLETT, 72, first sailed with the SIU in 1955 aboard the *Sea Comet II*. A native of Alabama, he worked in the deck department. From 1946 to 1953, he served in the U.S. Navy. Brother Bartlett last sailed aboard the *Sea-Land Developer*. He has retired to Gadsden, Ala.



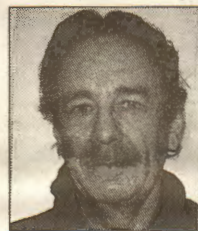
MICHAEL H. BON-SIGNORE, 65, graduated from the Andrew Furuseth Training School in 1960 and began his career with

the Seafarers in the port of Baltimore. The Maryland native started in the engine department and later transferred to the steward department. Brother Bonsignore upgraded to chief cook at the SIU's training school in Piney Point, Md. He last sailed in 1996 aboard the *USNS Wright*, operated by American Overseas Marine. From 1951 to 1954, he served in the U.S. Marine Corps. Fallston, Md. is where he calls home.

WILLIAM P. JEMISON, 62, began his career with the SIU in 1960 in the port of Mobile, Ala. Brother



Jemison sailed in the engine department and upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. The Alabama native served in the U.S. Navy from 1955 to 1958. Prior to retiring, he sailed aboard the *Julius Hammer*, operated by Ocean Chemical Transport. He makes his home in Theodore, Ala.



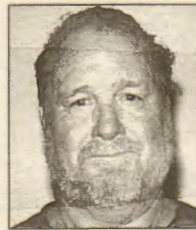
HANS J. SCHLUETER, 65, joined the SIU in 1955. Born in Germany, he worked in the engine department and

upgraded his skills at the Seafarers Harry Lundeberg School. He also attended an education conference there in 1970. Brother Schlueter last sailed in 1998 aboard the *Major Bernard Fisher*, operated by Crowley American Transport. From 1960 to 1963, he served in the U.S. Army. He calls New York home.

INLAND

THEODORE R. BAILEY, 65, began his career with the Seafarers in 1963 from the port of Baltimore, first sailing aboard the *Sophie*, a Harbor Towing Corp. vessel. Born in Virginia, he worked as a captain. Boatman Bailey last sailed in 1985 aboard a vessel operated by Sonat of Md. From 1957 to 1958, he served in the U.S. Army. He makes his home in Abingdon, Md.

DWAIN T. DORSETT, 62, joined the SIU in 1978 in the port of Houston. A native of Texas, he worked as a chief engineer, last sailing aboard the *Gretchen*, a G&H Towing Co. vessel. From 1954 to 1958, he served in the U.S. Navy. Boatman Dorsett has retired to Dickinson, Texas.



ERIK H. ERIKSEN, 62, started sailing with the Seafarers in 1968 in the port of Jacksonville, Fla. His first vessel was the tug *Margaret "C"*, operated by Gulf Atlantic Towing. Born in

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.



Denmark, he worked as a captain and upgraded his skills at the Seafarers Harry Lundeberg School. Prior to retiring, he sailed aboard the *Falcon*, an Allied Towing Co. vessel. Boatman Eriksen calls Jacksonville home.

LESLIE W. GIBBS, 63, began his career with the Seafarers in 1957 in the port of Houston. The Arkansas



native sailed in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School, where he graduated from the towboat operator scholarship program in 1973. Boatman Gibbs last sailed as a captain aboard the *J.H. Masterson*, a G&H Towing Co. vessel. He has retired to Santa Fe, Texas.

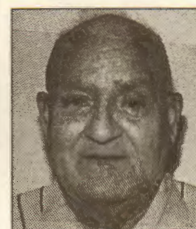


CARL K. MOOR, 71, began his career with the SIU in 1976 from the port of Norfolk, Va. He first sailed aboard

the *Sea Hawk*, operated by Ocean Towing. He worked in the deck department and frequently upgraded at the SIU's training school in Piney Point, Md., where he graduated from the towboat operators scholarship program in 1979. The Tennessee native served in the U.S. Navy from 1948 to 1967. Boatman Moor last sailed aboard the *Falcon*, an Allied Towing Co. vessel. He makes his home in Norfolk.

DEXTER D. MOORE, 59, joined the Seafarers in 1961 in the port of Norfolk, Va. A native of North Carolina, he worked in the deck department and upgraded his skills at the Paul Hall Center for Maritime Training and Education. He last sailed as a captain aboard the *Socrates*, operated by Allied Towing Co. From 1958 to 1961, he served in the U.S. Navy. Pinetown, N.C. is home to Boatman Moore.

GLEN E. MURRY, 65, started his career with the SIU in 1977 in Port Arthur, Texas. Born in Louisiana, he worked in the deck department, last sailing as a captain aboard the *Monitor*, a Crowley Marine Services vessel. From 1950 to 1953, he served in the U.S. Navy. Boatman Murry has retired to DeRidder, La.



EUGENE P. PARKER, 65, first sailed with the SIU in 1944. Boatman

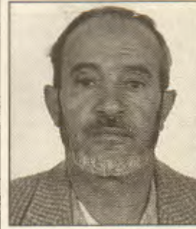
Parker worked in the deck department, most recently aboard the *Boomtown Belle*, operated by West Bank Riverboats. Born in New Jersey, he calls Gretna, La. home.

JOHN R. THOMAS, 62, began his SIU career in 1974 in the port of Tampa, Fla. Born in Alabama, he sailed in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School, where he graduated from the towboat oper-



ators scholarship program in 1983. Brother Thomas's first vessel was the *D.T. Sheridan*; his last was the *Gulf Star*; both were operated by Sheridan Transportation Co. From 1954 to 1967, he served in the U.S. Air Force. Boatman Thomas makes his home in St. Petersburg, Fla.

GREAT LAKES



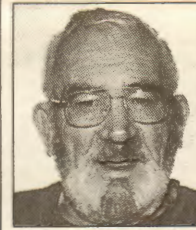
ALI M. ATTIEK, 65, began his career with the SIU in 1963 in the port of Detroit. Born in Yemen, he became a U.S.

citizen in 1974. Brother Attiek worked in the engine department, last sailing in 1978 aboard the *George Goble*. He makes his home in Dearborn, Mich.

JOSEPH M. KELLY, 53, first sailed with the Seafarers in 1964 from the port of Alpena, Mich. Born in Michigan, he sailed in the deck department, last working aboard the *American Mariner*, operated by American Steamship Co. Brother Kelly makes his home in Posen, Mich.



WALTER T. LESCZYNSKI, 65, joined the SIU in 1968 in the port of Detroit. During his career, he worked in all three departments. He last sailed as a conveyorman aboard the *Richard Reiss*, operated by Erie Sand Steamship. Born in Michigan, Brother Lesczynski has retired to Marblehead, Ohio.



Reprinted from past issues of the *Seafarers LOG*

1942

Early on the morning of January 25, the ore carrier *SS Venore* was torpedoed off the Carolina

coast and went down with the loss of the skipper, the radio operator and 18 SIU crew members. The 21 survivors of the *Venore*, after spending 38 hours in an open lifeboat, were

picked up by a rescue vessel and taken into Norfolk, Va.

The submarine masqueraded as a lightship and blinked a coded message for the *Venore* to come closer. When the unsuspecting ship got within range, the submarine fired two torpedoes and then shelled her with a deck gun. In spite of recent promises that all (Allied) ships would be armed, this ship did not even have a cap pistol aboard. She was a sitting duck.

1952

The first of three projected upgrading schools for Seafarers is now operating at headquarters with the opening of a class for the deck department. The purpose of the new program is the

qualification of men for their AB certificates and other deck ratings. Plans are also being made for the starting of both steward department and engine department classes in the near future.

Instructors are being drawn from the ranks of experienced Seafarers with a thorough familiarity of the subject matter of the courses. The entire training program will be 100 percent union-operated and financed.

THIS MONTH IN SIU HISTORY

1962

The first agreement of its kind in the maritime industry recently assured that a supply of fresh milk will be available for every working seaman. Development of a new process that allows dairymen to superheat milk and ultra-pasteurize it so that it can be stored in cans without refrigeration has made it possible to have a supply of canned fresh milk aboard ship at all times. Use of the new canned fresh milk is designed to do away with the problem of purchasing and handling milk in different foreign ports where facilities, supplies and quality are limited. In the future, the SIU Feeding Plan will insure that milk is available aboard all contracted ships.

Final Departures

DEEP SEA

JAN JACOB BEYE



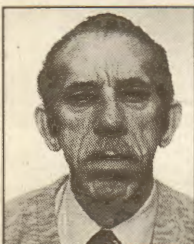
Pensioner Jan Jacob Beyé, 78, passed away October 10, 1999. Born in Holland, he started his career with the Seafarers in 1948 in the port

of New York. Brother Beyé worked in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School in Piney Point, Md., where he graduated from the bosun recertification program in 1973. Prior to retiring in January 1986, he worked aboard the *Transcolumbia*, a Hudson Waterways vessel. During his career, he was active in union organizing drives. He lived in Little Ferry, N.J.

ANELL BROWN

Pensioner Anell Brown, 75, died October 22, 1999. Brother Brown joined the Marine Cooks & Stewards (MC&S) in 1944. He sailed as a member of the steward department and began receiving his pension in August 1969. He was a resident of East Palo Alto, Calif.

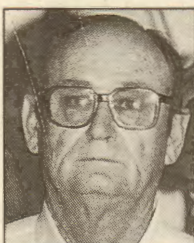
AUGUSTIN O. CASTELO



Pensioner Augustin Oracio Castelo, 74, passed away October 15, 1999. He began sailing with the Seafarers in 1953 from the port of Baltimore. Born in Cuba, he worked in the engine department and upgraded his skills at the SIU's training school in Piney Point, Md. A resident of Miami, he started receiving his pension in January 1986.

more. Born in Cuba, he worked in the engine department and upgraded his skills at the SIU's training school in Piney Point, Md. A resident of Miami, he started receiving his pension in January 1986.

JAMES CHARLIE DIAL



Pensioner James Charlie Dial, 76, died November 3, 1999. A native of Alabama, he joined the SIU in 1942 in the port of Tampa, Fla. Brother

Dial sailed in the engine department and upgraded his skills at the Seafarers Harry Lundeberg School. From 1948 to 1949, he served in the U.S. Army. Prior to retiring in 1985, he worked aboard the *Del Sud*, operated by Delta Steamship Co. He made his home in Livingston, Ala.

CHARLES O. FAIRCLOTH



Pensioner Charles Oscar Faircloth, 73, passed away recently. Brother Faircloth started his career with the Seafarers in 1944 in the port

of Tampa, Fla. His first ship was the *Stephen Leacock*. He worked in the deck department and upgraded his skills at the SIU's training school in Piney Point, Md., where he graduated from the bosun recertification program in 1974. The Florida native served in the U.S. Army from 1953 to 1955. Brother Faircloth last sailed aboard the *Sea-Land Consumer* and began receiving his pension in April 1992. Brandon, Fla. was his home.

EVANS R. GATEWOOD

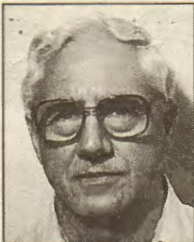
Pensioner Evans Rudolph Gatewood, 82, died October 10,

1999. Born in Missouri, he began his SIU career in 1973 in the port of Yokohama, Japan, first sailing aboard the *Gateway City*, a Sea-Land Service vessel. He worked in the engine department and upgraded his skills at the Seafarers Harry Lundeberg School. A veteran of World War II, he served in the U.S. Navy from 1935 to 1945. Brother Gatewood last sailed aboard the *Sea-Land Spirit*. The Oakland, Calif. resident retired in July 1999.

JEW LIN GUN

Pensioner Jew Lin Gun, 72, passed away October 6, 1999. He joined the MC&S in 1946 in the port of San Francisco. Born in China, he worked as a member of the steward department. Prior to retiring in April 1969, Brother Gun worked aboard the *Monterey*. He was a resident of San Francisco.

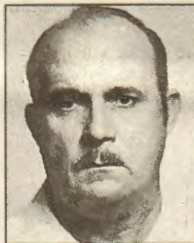
JOHN EDGAR HOWELL



Pensioner John Edgar Howell, 82, died October 27, 1999. A native of Georgia, he started his career with the Seafarers in 1951 in the port

of Mobile, Ala. His first ship was the *Frank C. Emerson*. Brother Howell sailed as a member of the engine department. During World War II, he served in the U.S. Army from 1941 to 1945. A resident of Rome, Ga., he began receiving his pension in November 1980.

KEITH JONES



Pensioner Keith Jones, 75, passed away November 9, 1999. Brother Jones began sailing with the SIU in 1946 from the port of New York.

Born in Honduras, he worked in the deck department, last sailing aboard the *Mount Vernon Victory*. He was a resident of Chalmette, La. and started receiving his pension in January 1988.

CHARLES VICTOR MAJETTE



Pensioner Charles Victor Majette, 79, died October 31, 1999. A charter member of the Seafarers, he joined the union in December 1938

in the port of Baltimore. The Virginia native sailed in the deck department as a bosun. During his career, he was active in union organizing drives. He began receiving his pension in November 1981. Brother Majette was a resident of Hudgins, Va.

MARTIN MEJIA

Martin Mejia, 56, passed away September 18, 1999. Born in Honduras, he started his career with the SIU in 1989 in the port of New York. He worked in the steward department, last sailing in 1997 aboard the *Overseas Valdez*. Brother Mejia lived in the Bronx, N.Y.

WILLIE RAY REDDIC

Pensioner Willie Ray Reddic, 75, died October 30, 1999. A native of South Carolina, he began his career with the Seafarers in 1956 in the port of Houston. Brother Reddic sailed in the engine department and



he began receiving his pension in January 1988.

VERNON JAMES ROSE

Pensioner Vernon James Rose, 81, passed away November 2, 1999. Brother Rose joined the MC&S in 1951 in the port of Seattle. Born in Ohio, he worked in the steward department, last sailing aboard the *President Cleveland*, operated by American President Lines. He was a resident of Portland, Ore. and started receiving his pension in November 1983. He was a veteran of World War II, having served in the U.S. Army from 1943 to 1947.

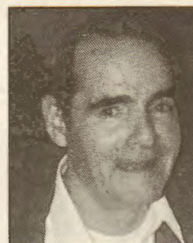
LAWRENCE M. "LARRY" SCHROEDER



Pensioner Lawrence M. "Larry" Schroeder, 76, died November 2, 1999. Born in Pennsylvania, he started sailing with the Seafarers in

1947 from the port of New York. His first ship was the *Topa Topa*, operated by Waterman Steamship Corp. Brother Schroeder worked in the deck department. Prior to retiring in March 1965, he sailed aboard the *Seatrain Louisiana*. Baltimore was his home.

ALFRED JOSEPH SEVERE



Pensioner Alfred Joseph Severe, 67, passed away October 26, 1999. He first sailed with the SIU in 1956 from the port of Baltimore

aboard the *Orion Star*. He later graduated from the Andrew Furuseth Training School in 1958. A native of Maryland, he worked in the steward department. His last ship was the *Global Link*. Brother Severe was a resident of Pasadena, Md. and began receiving his pension in December 1992. From 1948 to 1955, he served in the U.S. Army.

BILL LAVERN SIDEROFF



Pensioner Bill Lavern Sideroff, 73, died October 21, 1999. Brother Sideroff joined the Seafarers in 1964 in the port of Seattle. His

first ship was the *Fairport*, a Waterman Steamship Corp. vessel. Born in Washington, he sailed as a member of the deck department. Prior to retiring in May 1991, he worked aboard the *Sea-Land Mariner*. A veteran of World War II, he served in the U.S. Navy from 1943 to 1962. He made his home in Seattle.

JULIUS BILL SMITH

Pensioner Julius Bill Smith, 99, passed away October 27, 1999. Born in Pennsylvania, he joined the SIU

upgraded his skills at the SIU's training school in Piney Point, Md. From 1943 to 1946, he served in the U.S. Army. A resident of Seattle,



in the port of Baltimore in 1947. Brother Smith sailed in the engine department as a chief electrician and began receiving his pension in January 1968. Millersville, Md. was his home.

ELORIS BONNER "PELOKA" TART



Pensioner Eloris Bonner "Peloka" Tart, 86, died November 3, 1999. A charter member of the Seafarers, he joined the union in

February 1939 in the port of Mobile, Ala. A native of Alabama, he last sailed as a chief steward. During his career, he was active in union affairs and organizing drives. He retired in July 1975 and lived in Mobile.

LORENCE EDWARD TAYLOR



Pensioner Lorence Edward Taylor, 88, passed away October 29, 1999. He began his SIU career in 1945 in the port of New York. Born in

Illinois, he sailed in the engine department and upgraded his skills at the union's school in Brooklyn, N.Y. Brother Taylor was active in union organizing drives and started receiving his pension in February 1969. He made his home in Brooklyn.

JUSTIN THEODORE WOLFF



Pensioner Justin Theodore Wolff, 78, died November 5, 1999. Brother Wolff joined the Seafarers in 1941 in the port of New Orleans. A

native of Mississippi, he worked in the deck department, last sailing aboard a Sea-Land Service vessel. He was a resident of New Orleans and retired in July 1983.

INLAND

GEORGE WASHINGTON LAWRENCE

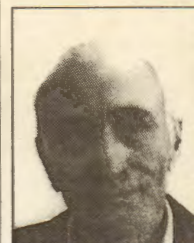


Pensioner George Washington Lawrence, 77, passed away October 28, 1999. He began his sailing career in 1945 and joined the

Seafarers in 1961 in the port of Norfolk, Va. The Virginia native last sailed as a captain aboard a Curtis Bay Towing Co. vessel. A resident of Virginia Beach, Va., Boatman Lawrence began receiving his pension in February 1987. He was a veteran of World War II, having served in the U.S. Navy from 1940 to 1945.

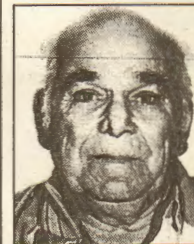
WILLIAM JAMES MEEHAN

Pensioner William James Meehan, 83, died October 22, 1999. Boatman Meehan started his SIU career in 1948 in the port of Norfolk, Va.,



sailing in the deep sea division as a member of the deck department. He upgraded his skills at the SIU's training school in Piney Point, Md. and graduated from the bosun recertification program there in 1974. During his career, he was active in union organizing drives. The Virginia native later transferred to the inland division and sailed as a 2nd mate. Prior to retiring in January 1982, he worked aboard a McAllister Towing Co. vessel. A veteran of World War II, he served in the U.S. Navy from 1940 to 1946. Chesapeake, Va. was his home.

GEORGE GUY THEMIS SR.



Pensioner George Guy Themis Sr., 72, passed away September 25, 1999. A native of Alabama, he began his career with the Seafarers in 1970.

Boatman Themis worked as a tow-boat captain, last sailing aboard a Western Towing Co. vessel. A resident of Brazoria, Texas, he began receiving his pension in March 1993.

GREAT LAKES

JOSEPH L. MIKLOCZAK



Pensioner Joseph L. Mikloczak, 76, died October 26, 1999. Brother Mikloczak joined the SIU in 1960 in the port of Detroit.

Born in Wisconsin, he sailed in the engine department. Prior to retiring in December 1981, he worked aboard the *C.L. Austin*. He was a resident of Duluth, Minn.

PERRY A. SPILDE



Pensioner Perry A. Spilde, 87, passed away October 11, 1999. Born in Montana, he started his career with the Seafarers in 1957 in the port

of Toledo, Ohio. Brother Spilde worked in the deck department, last sailing aboard the *Nicolet*. He was a resident of Cedar Falls, Iowa and started receiving his pension in November 1977.

RAILROAD MARINE

METRO PALUBNIAK



Pensioner Metro Palubniak, 77, died October 15, 1999. A native of New Jersey, he began his sailing career with the marine division

of the Pennsylvania Railroad in 1948 and joined the SIU in 1960 in the port of New York. Brother Palubniak worked in the deck department and began receiving his pension in April 1964. Ridgewood, N.J. was his home.

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.

EL MORRO (IUM), September 27—Chairman Steven W. Copeland, Secretary Kris A. Hopkins, Educational Director Frederick W. Dougherty Jr., Deck Delegate Ruben Mitchell, Engine Delegate Reinaldo Roman, Steward Delegate Robert G. Maschmeier. Bosun led discussion of president's report in *Seafarers LOG* and relayed news of death of former AFL-CIO President Lane Kirkland. He announced payoff September 29 in Jacksonville and reminded crew members to handle ship's trash in proper manner. Educational director advised everyone to keep up-to-date on STCW endorsements and TRBs and to upgrade skills at Paul Hall Center in Piney Point, Md. Treasurer stated \$130 in ship's fund. Some money used last month for purchase of grills and charcoal. No beefs or disputed OT reported. Questions raised regarding use of clinic card for hospital/emergency use and viability of purchasing satellite TV. Vote of thanks given to steward department for job well done. Next ports: Jacksonville and Port Everglades, Fla.; San Juan, P.R.

GALVESTON BAY (Sea-Land Service), September 26—Chairman James E. Davis, Secretary Kenneth A. Hagan, Educational Director Miguel Rivera, Deck Delegate Charles B. Collins, Engine Delegate Sheldon Greenberg, Steward Delegate Robert T. Seim. Educational director stressed importance of contributing to SPAD, especially with upcoming elections. He reminded crew of courses available at Piney Point for upgrading and complying with STCW requirements. Treasurer announced \$50 in movie fund. No beefs or disputed OT reported. Steward department thanked for excellent food and sanitary conditions.

HMI DIAMOND SHOALS (IUM), September 26—Chairman Gabriel I. Bonfont Jr., Secretary Leticia Perales, Educational Director Alvin A. Burroughs, Deck Delegate Michael Charnesky, Engine Delegate Lebaron Bumpers, Steward Delegate Samuel Spain. Chairman noted payoff September 29 in Texas City, Texas. He thanked all departments for job well done and thanked SIU for providing more jobs for members. Chairman also advised Seafarers to train for future at Paul Hall Center and contribute to SPAD for job security. Secretary reminded crew of availability of linen at all times. Educational director echoed chairman's advice on taking advantage of educational opportunities at Piney Point. Treasurer noted ship is provided with money for monthly movies. Anyone who buys a video will be reimbursed and will help build movie library. No beefs or disputed OT reported. Steward requested additional ice machine; present one not large enough. Recommendation for relief after work tour of 90 days to be sent to contracts department for consideration in next contract. Next ports: Texas City; Savannah, Ga.

HMI PETROCHEM (IUM), September 19—Chairman Calvin M. Miles, Secretary Theodore E. Quammie, Deck Delegate Kendra Savage, Engine Delegate Oscar Garcia, Steward Delegate Anthony

St. Clair. Chairman expressed pleasure with crew. He reminded them to separate plastic items from other trash. Secretary noted everything in order. Educational director encouraged members to continually upgrade skills at union's facility in Piney Point. No beefs or disputed OT. Vote of thanks to steward department for fine job. Next port: Tampa, Fla.

LIBERTY WAVE (Liberty Maritime), September 26—Chairman Ronald Charles, Secretary Frederick L. Washington Sr., Educational Director Scott S. Fuller, Deck Delegate Charles A. McPherson, Engine Delegate Juan M. Bell, Steward Delegate Latausha L. Roberson. Chairman announced payoff September 29 in Houston. Secretary asked all persons getting off to clean room and refrigerator and turn in key. Educational director urged all members to upgrade at Piney Point. No beefs or disputed OT reported. President's report from *LOG* read regarding new ships which means more jobs for SIU members.

OVERSEAS MARILYN (OSG Ship Management), September 5—Chairman Glenn Christianson, Secretary Carlos A. Sierra, Educational Director Conrado D. Martinez, Deck Delegate Donald R. Ackerman, Steward Delegate Thomas M. Kelly. Chairman reported payoff in Beaumont, Texas. Ship will load cargo there and in Houston and head back to North Korea. He expressed gratitude to crew for job well done. Secretary thanked everyone for helping keep lounge and messhalls clean. No beefs or disputed OT. Chairman discussed president's report from *Seafarers LOG*. Clarification requested regarding contract under which crew is working. Steward department thanked for job very well done.

SEA-LAND INTEGRITY (Sea-Land Service), September 26—Chairman Leon Jekot, Secretary Stephanie L. Sizemore, Steward Delegate Enrique Agosto. Chairman announced payoff in New Jersey upon arrival. Steward thanked crew for helping with sanitary on deck. Educational director reported chief mate will sign TRBs with correct dates and stamps for shipboard training. Donations being accepted for movie fund to enlarge ship's video library. No beefs or disputed OT reported. Crew lounge needs new radio with medium- and short-wave, AM-FM bands, to get news, game results, etc. Suggestion made and sent to contracts department that if seamen meet seetime requirements, they should be able to draw pension regardless of age. Bosun thanked steward department for fine fare. Next ports: Boston, Mass.; Elizabeth, N.J.

SEA-LAND SPIRIT (Sea-Land Service), September 19—Chairman Howard W. Gibbs, Secretary Edgardo G. Ombec, Educational Director Mohamed N. Alsinai, Deck Delegate Albert Balatico, Steward Delegate Neville Hughes. Chairman reminded crew members to check that endorsements are up-to-date and to wear hard hats when loading and unloading cargo. Educational director stressed need

for Seafarers to upgrade skills at Paul Hall Center. Treasurer announced \$40 in video fund and asked everyone to rewind tapes when through with them. No beefs or disputed OT reported. Discussion held on possible merger of SIU and NMU. Clarification requested on Family Leave Act. Thanks to steward department for good food. Next port: San Juan, P.R.

SULPHUR ENTERPRISE (Sulphur Carriers), September 26—Chairman Marvin P. Zimbardo, Secretary Nee Tran, Educational Director Gregorio Alvarez, Deck Delegate Thames H. Solomon, Engine Delegate Christopher W. Ledlow, Steward Delegate Audrey V. Brown. Chairman announced payoff in Tampa, Fla. and then on to Port Sulphur, La. Secretary reminded crew members not to eat in rooms. Educational director urged everyone to utilize Paul Hall Center to advance job classification and skills. No beefs or disputed OT reported. Steward department given vote of thanks for job well done.

USNS GORDON (Bay Ship Management), September 19—Chairman Allen W. Runion, Secretary Susanne Cake, Educational Director Timothy Clarke, Deck Delegate James E. McAtee Jr., Steward Delegate Douglas J. Swets. Chairman announced payoff September 20 in Charleston, S.C. He explained procedures for customs to those not experienced in returning to U.S. from foreign ports. Secretary noted long trip with limited supply of stores to be discussed with patrolman at payoff. Educational director recommended upgrading at Piney Point to move up ladder. Treasurer said \$12 remains in ship's fund after purchase of supplies for barbecue before leaving Diego Garcia. No beefs or disputed OT. Clarification received from headquarters regarding wages. Thanks given to steward department for improvising with limited stores.

ITB JACKSONVILLE (Sheridan), October 29—Chairman Sonny Pinkham Jr., Secretary Rayfield E. Crawford, Deck Delegate Nabassin Adedouawongobou, Engine Delegate Michael Snow, Steward Delegate Eugene Perez Jr. Chairman read president's report from *Seafarers LOG* concerning possible SIU/NMU merger. Crew asked headquarters to keep members informed of merger progress through *LOG* and vessel e-mails. Educational director suggested all crew members take time to upgrade skills and ratings at Paul Hall Center. No beefs or disputed OT reported. Suggestion made for contracts department to look into increasing medical benefits for dependents' medications and prescriptions. Steward department thanked for job well done. Next port: New Orleans, La.

LIBERTY SEA (Liberty Maritime), October 10—Chairman Harold L. Sebring, Secretary Thomas D. Kreis, Educational Director Bruce N. Zenon, Deck Delegate Harry G. Champagne, Engine Delegate Lawrence R. Sherinski III, Steward Delegate Larry Jolla. Chairman noted new chairs for crew mess replaced, as requested. No word yet on payoff. Secretary thanked everyone for helping keep messhall clean and asked crew to strip linen from beds and pick up clean set for replacement crew members before leaving. Educational director stressed importance of taking advantage of upgrading courses offered at Piney Point. Beef reported by deck delegate. No beefs or disputed OT in engine and steward departments. Parts on order for ice machine in crew mess. Next ports: Haifa, Israel; New Orleans, La.

MAERSK ALASKA (Maersk Lines), October 3—Chairman John D. Kelley Jr., Secretary Manuel

Faria, Educational Director George W. Collier, Engine Delegate Edrick Hernandez, Steward Delegate Kenrick Gatton. Chairman announced payoff October 9 in New Orleans, La. He asked those getting off to clean rooms, return room keys and collect passports. He noted deck department did outstanding job cleaning holds. He also stated need for continued donations to SPAD. Secretary thanked crew for helping

Valdez, Alaska; Richmond, Calif.

POTOMAC (IUM), October 12—Chairman David B. Zurek, Secretary Emilio Cordova, Educational Director Earl M. Macom. Chairman informed crew members of final rules on Coast Guard user fees as well as USCG station addresses/phone numbers and information on delayed assessments. Educational director reminded everyone of edu-

Swanner Gets Proper Send-Off



The crew of the *Paul Buck* helped QMED Donal Swanner (aka Gypsy) celebrate a well-deserved retirement. Swanner (pictured directly behind life ring), who has sailed mainly as a pumpman on just about every ship in the SIU, was presented with a ship's ring signed by the crew with best wishes, a couple sets of coveralls and a hat ("just in case he changes his mind") and an honorary chief engineer's license from the engineroom gang. The steward department baked a special cake in his honor. Capt. Severin A. Samuelsen, master aboard the *Paul Buck*, noted Swanner was a loyal employee and a good shipmate. "We will miss his company and wish him the best for the future." From the left (standing) are Chief Cook Malcolm Holmes, AB Robert Clemons, DEU Mohamed Kassem, 2nd Mate (and former SIU member) Robert Whytock, Pumpman Jimmie Thomas, AB Andrzej Tlalka, Bosun Chris Kicey, AB Kannan Mangalanandan, QMED Roy Robinson, Chief Steward Kim DeWitt, GSU Al Young, AB William Buhrig III, AB Al Campbell, (kneeling) QMED Donal Swanner and GSU Virgilio Hoffman.

keep ship clean, and educational director urged everyone to attend upgrading classes at Paul Hall Center. Some disputed OT reported by deck delegate. No beefs or disputed OT in engine or steward departments. Bosun Kelley thanked steward department for job well done, especially Manuel Faria and Kenrick Gatton for "best food I've had on any ship in 31 years."

MAERSK TEXAS (Maersk Lines), October 31—Chairman John M. Zepeda, Secretary Donna DeCesare, Educational Director Edward C. Mancke, Deck Delegate Spencer M. Kreger, Steward Delegate Stephanie K. Hendrick. Chairman announced payoff November 3 in Charleston, S.C. Everyone happy topside, although still waiting for crew lounge furniture and repair of large washing machine. Educational director urged members to upgrade skills at Piney Point. Treasurer announced \$100 in movie fund. No beefs or disputed OT reported. Request made for information on money purchase pension plan. Thanks to deck department for black motors on deck. "They really stand out and make the ship look nice."

OVERSEAS OHIO (ATC), October 20—Chairman Timothy D. Koebel, Secretary Jeff Smith, Educational Director Nicholas C. Aguilera, Deck Delegate Richard Barnhart, Engine Delegate James M. Fennessey, Steward Delegate Ron DeWitt. Chairman read letter regarding retroactive pay. Also discussed possible merger of SIU and NMU. After assurances that pensions of both unions would remain separate, chairman recommended crew vote in favor of merger. Disputed OT reported by engine delegate; no beefs or disputed OT reported in deck or steward departments. Clarification requested on some aspects of new ATC agreement. Chairman and crew thanked Captain Gillespie for acquiring new VCR, rewinder and movies. Thanks also given to steward department for good food and service. Next ports:

educational opportunities available at Paul Hall Center. No beefs or disputed OT reported. Crew requested information on money purchase pension plan. Steward department thanked for fine job. Ship stationed in Diego Garcia.

SEA-LAND PRODUCER (Sea-Land Service), October 3—Chairman Joel A. Lechel, Secretary David A. Cunningham, Educational Director Christopher M. Devonish, Deck Delegate William D. Brinson Jr., Engine Delegate Victor L. Sapp, Steward Delegate Clifford B. Elliot. Chairman welcomed two unlicensed apprentices, Shannon Bonfont and Keolamauloo-hawaiiilo Mowat. He told them not to be afraid to ask questions. Bosun thanked everyone for helping keep ship looking great. "We have had lots of compliments in different ports about the ship." He reminded crew of separate receptacles for sorting glass, cans, paper and food waste. Educational director reminded crew members to check STCW endorsements and z-cards for expiration dates and to attend upgrading classes at Piney Point. Treasurer announced \$1,070 in ship's fund. No beefs or disputed OT reported. Bosun reminded everyone about holiday greetings for December *LOG* and advised crew to read "Know Your Rights" section. Suggestion made and forwarded to headquarters regarding medical insurance identification cards for dependents. Proposals made to have vacation and medical plans booklets written in simpler language and to have questionnaires sent to all members for suggestions for upcoming contract. Steward thanked crew for keeping messhalls and pantry clean. Bosun thanked steward department for good food and great barbecues. He also thanked deck gang for helping maintain great outside appearance of ship. Electrician suggested higher containment wall be built around stores crane in case of leakage. Next ports: Jacksonville, Fla.; San Juan, P.R.

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.)

American Queen Runs At World-Class Level

My wife and I recently took a vacation on the *American Queen* along the Ohio River. The trip was a very pleasant surprise. We were very happy with every aspect of the cruise and will surely take another trip with this operator [Delta Queen Steamship Co.] in the future.

The vessel itself is beautiful inside and out. The meals and dining room service were spectacular. I spoke with several other passengers who had traveled on ocean trips before, and they all said the same thing: the *American Queen* was superior to the FOC [flag of convenience] cruise lines by far. Many mentioned the safety factor, and many also knew of the fact that this vessel is inspected by the U.S. Coast Guard.

The crew members, as you

know, are all American, and they do their jobs in a professional manner. There is absolutely no doubt in my mind that an American crew is the equal of or better than the crews on the ocean cruise lines. They also obey the laws of the U.S. regarding pollution. On this ship, not even the passengers' cigarette butts went in the water.

This operator has a contract with both the SIU and AMO, and I can state from my personal knowledge that they know how to operate a passenger vessel. This would seem to me to bode very well for the future of Delta Queen Steamship Co. and the passenger vessels they are seeking to build.

I made it my business to observe the various departments: hotel, pursers, engineers, dining room staff and steward department. They were all top-notch; nothing was too much trouble. The whole operation was just outstanding in all respects.

If anyone should tell you that American seamen cannot operate a passenger ship at a world-class level, let them take a trip on the *American Queen*.

Keith S. Faulkner
AMO-retired

LOG-A-RHYTHM

The Winds of a Much Colder Fall

by Robert Franza

(Seafarer Scott Brusecella submitted the following poem to the *Seafarers LOG*. It was written by his friend Robert Franza, formerly a member of the United Brotherhood of Carpenters.)

*I was once in love much deeper
than the seas on which I sail.*

*It seems I tried too hard to keep her
but I've a strong grip on this rail.*

*I think now too much on the long ago
when hair was full and eyes were keen.
And she may feel the same for all I know,
am I the young prince in her dreams?*

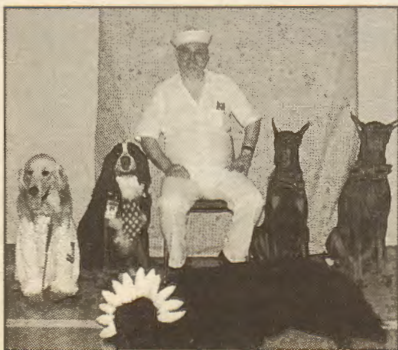
*If it was summer, I can't remember
through tears my small town slipped away.
"The Wind," "The Wind," it was September
why that day differed not from today.*

*The last goodbyes to friends and family,
I searched the crowd to find her face.
She was not there to leave a smile with me,
how I wished for just one more embrace.*

*Through the years I kept her picture,
was it my passion for the past?
Or a link to my homeland, I am not sure
what made me rid of it at last.*

*Now as this hairline recedes, so do memories
of tender moments I ache to recall.
Looking out on the sea and right into these,
"The winds of a much colder fall."*

It's a Dog's Life



Prison life is for the dogs, notes AB Richard A. Ransom, who is now incarcerated in Richmond, Texas. He would love to receive mail from other Seafarers. You may write to:

Richard A. Ransom
#624561
Jester 4 Prison Unit
Richmond, Texas 77469

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.

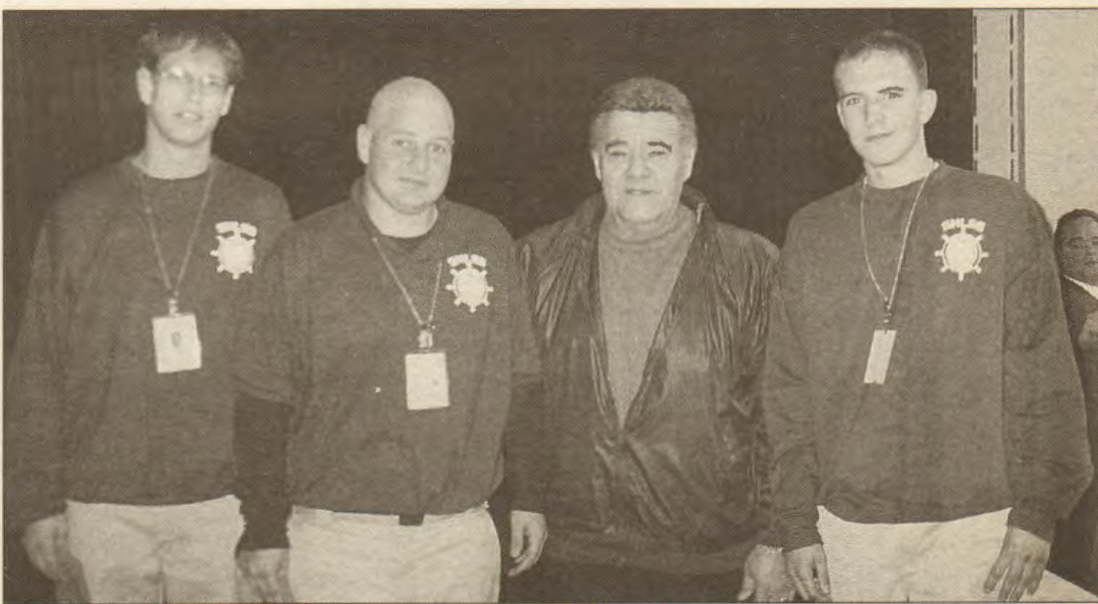
If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

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.

Unlicensed Apprentices Earn GEDs — and Congratulations



Three unlicensed apprentices at the Paul Hall Center for Maritime Training and Education received their GEDs at the November membership meeting in Piney Point, Md. The GED program is available to apprentices and upgraders alike through the school's academic department. SIU President Michael Sacco (third from left) joined the audience in congratulating the studious trio of (from left) Lane Schroeder, John Alba and Jess Chalker.

Monthly Membership Meetings

Keep Seafarers Informed on Issues, Contracts, Elections

The year 2000 promises to be a very exciting one. Apart from the hoopla connected to it being the start of a new decade/century/millennium, this year will see a U.S. presidential election as well as the addition of a number of new vessels to the U.S.-flag fleet.

One way to keep track of all the news which affects the lives and livelihoods of Seafarers is by attending the monthly

membership meetings.

Held in each SIU hall around the country, the monthly membership meeting is a forum to keep members abreast of any and all issues of importance to them.

Below is the schedule of meetings for 2000. Each issue of the *Seafarers LOG* also lists the dates for the next two meetings scheduled in each port.

Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	3	7	6	3	8	5	3	7	5*	2	6	4
New York	Tuesday after first Sunday	4	8	7	4	9	6	5*	8	5	3	7	5
Philadelphia	Wednesday after first Sunday	5	9	8	5	10	7	5	9	6	4	8	6
Baltimore	Thursday after first Sunday	6	10	9	6	11	8	6	10	7	5	9	7
Norfolk	Thursday after first Sunday	6	10	9	6	11	8	6	10	7	5	9	7
Jacksonville	Thursday after first Sunday	6	10	9	6	11	8	6	10	7	5	9	7
San Juan	Thursday after first Sunday	6	10	9	6	11	8	6	10	7	5	9	7
Algonac	Friday after first Sunday	7	11	10	7	12	9	7	11	8	6	13*	8
Houston	Monday after second Sunday	10	14	13	10	15	12	10	14	11	9	13	11
New Orleans	Tuesday after second Sunday	11	15	14	11	16	13	11	15	12	10	14	12
Mobile	Wednesday after second Sunday	12	16	15	12	17	14	12	16	13	11	15	13
Duluth	Wednesday after second Sunday	12	16	15	12	17	14	12	16	13	11	15	13
San Francisco	Thursday after second Sunday	13	17	16	13	18	15	13	17	14	12	16	14
St. Louis	Friday after second Sunday	14	18	17	14	19	16	14	18	15	13	17	15
Honolulu	Friday after second Sunday	14	18	17	14	19	16	14	18	15	13	17	15
Wilmington	Monday after third Sunday	18*	22*	20	17	22	19	17	22*	18	16	20	18
New Bedford	Tuesday after third Sunday	18	22	21	18	23	20	18	22	19	17	21	19
Jersey City	Wednesday after third Sunday	19	23	22	19	24	21	19	23	20	18	22	20
Tacoma	Friday after third Sunday	21	25	24	21	26	23	21	25	22	20	24	22

*Piney Point change created by Labor Day holiday; New York change created by Independence Day holiday; Algonac change created by Veterans Day holiday; Wilmington changes created by Martin Luther King's birthday, Presidents' Day and Paul Hall's birthday holidays.

Don't Let the Scholarship Deadline Pass You By

The deadline for receipt of Seafarers Welfare Plan Scholarship applications is April 15, 2000. That is only three months away, so if you plan to apply for one of the seven scholarships being awarded this year, don't put it off any longer.

First, obtain a scholarship program booklet which spells out eligibility requirements and procedures for applying. It also includes a copy of the application form. You may get the booklet in any SIU hall or by filling out the coupon on this page and mailing it to the SIU Scholarship Program of the Seafarers Welfare Plan.

The application form is very straightforward. But the entire application package contains a number of additional items which must accompany the form and which may take some time to collect. They include:

- autobiographical statement
- photograph

- certified copy of birth certificate
- high school transcript and certification of graduation or official copy of high school equivalency scores
- college transcript
- letters of reference
- SAT or ACT results.

All Seafarers and their spouses and children who plan to attend college are encouraged to apply.

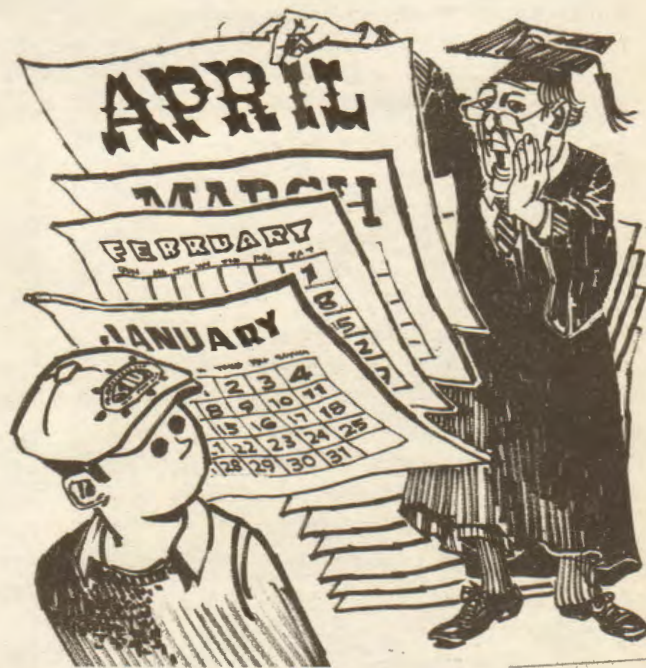
The seven scholarships will be awarded in May 2000 to three SIU members and four dependents. One of the three monetary awards reserved for SIU members is in the amount of \$15,000 and is intended to help cover the cost of attending a four-year, college-level course of study. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary vocational school or community college. Four of the scholarships

are awarded in the amount of \$15,000 to the spouses and dependent children of Seafarers.

With the cost of a college education rising each year, the SIU scholarship is one SIU benefit that can help members and their families realize their educational goals.

BUT — no one can be awarded a scholarship without filling out an application and mailing it to the Seafarers Welfare Plan by April 15. **SO** — do it now!

If you sent in an application form last year and were not selected for one of the scholarships, you should try again in 2000.



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

Name _____
 Mariner's Social Security Number _____
 Street Address _____
 City, State, Zip Code _____
 Telephone Number _____

This application is for: Self Dependent

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

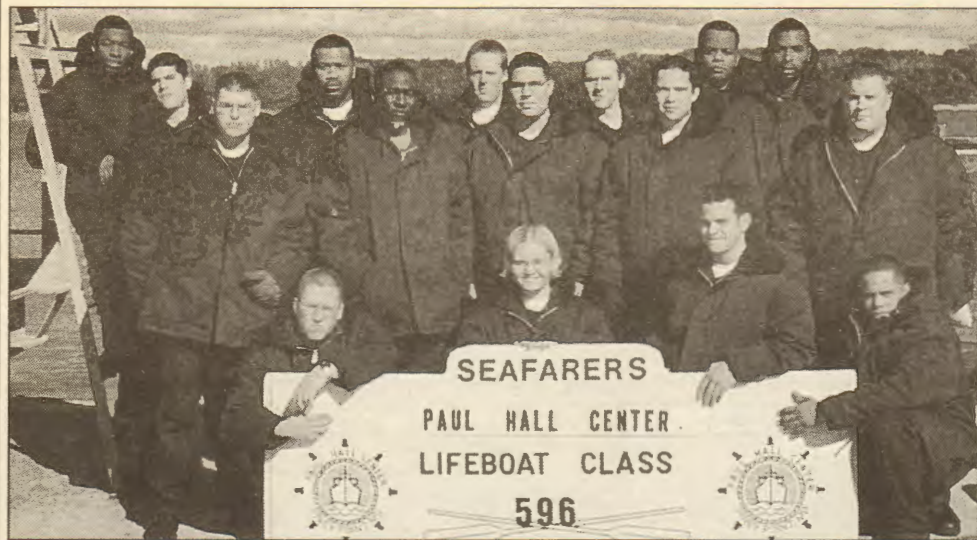
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Education Is the Key!

In addition to the scholarship program offered by the Seafarers Welfare Plan, another benefit of being a member of the SIU is the opportunity to study and upgrade at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

See pages 11-14 in this issue of the LOG for an overview of all the courses offered at the school this year.

Paul Hall Center Graduating Classes



Unlicensed Apprentice Water Survival Class 596 — Unlicensed apprentices in class 596 graduating from the water survival class are (from left, kneeling) Harry McKeever, Andres Morin, Jason Martinez, Kyle Bailey, (second row) Caleb Sachs, Edward Joyal III, Janan Driggers, Armando Garayua-Gonzalez, Felix Medina-Vidal (third row) Terrell McMillen, Spencer Dewey, Shauntay Shavies, Robert Walter, Raymond Elsner, Marquel Sapp and Sherrod Frazier.



Tanker Assistant Cargo (DL) — Earning their graduation certificates for completion of the tanker assistant DL course on October 15 are (in no particular order) Spencer Moxley Sr., Alvin Martin, Willie Howard III, Linda Barber, Mohamed Hossain, William Meyer, Jose Vazquez, Elmo Davis, Edward O'Reilly, Mott Arnold, Gary Lamb, Nestor Agcaoili, Mohamed Bidar, Duane Costello and Jim Shaffer (instructor).



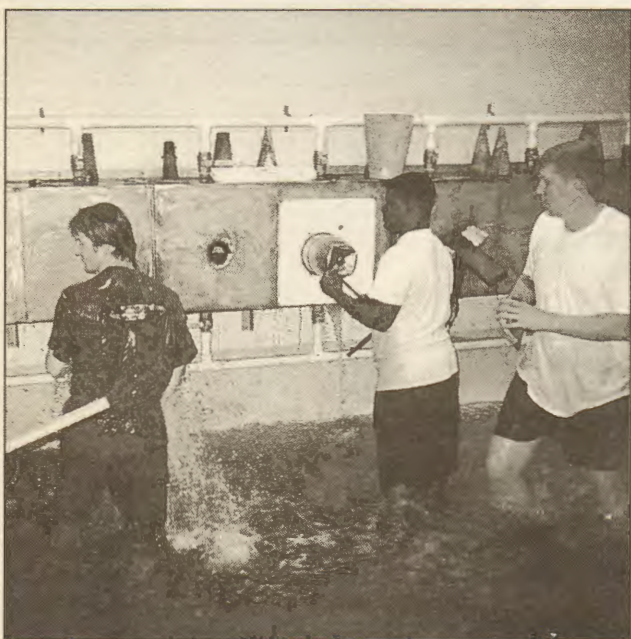
Marine Electrical Maintenance I — Under the instruction of Mark Jones, upgraders completing the challenging marine electrical maintenance I course on October 29 are (from left) Abdulrub Atiah, Nathan Hollander and Sjarifudin Noor.



STCW Basic Safety — Successfully completing the fire fighting portion of the basic safety class necessary for their STCW endorsements are (in no particular order) Don Montoya, Gary Koshland, Riccardo Ciolino, Leroy Maynard, Marie Mitchell and Manuel Andrade.



Radar Observer/Unlimited — Earning their radar endorsements on October 15 are (from left, first row) Scott Evans, Glenn Christianson, (second row) Mingta Yuen, James Dixon, (third row) James Marchiano, Benjamin Shupp, Felipe Jimenez, (fourth row) Robert Borchestser, Casey Taylor (instructor) and Mark Kerr.



Government Vessels — Before graduating from the damage control portion of the government vessels course on November 19, Seafarers (from left) David Roof, Jonathan Morgan and Joseph Weller had to stop the leaks in the damage control trainer at the Joseph Sacco Fire Fighting and Safety School.

Government Vessels — Successfully completing the government vessels course on November 19 are (from left, first row) Noel Balaguer, John Wells, Fahd Alsoofi, Joshua Weir, James Brown, Antonio Watson, (second row) Pedro Ortiz Jr., Salvatore Migliara, Chris Daniels, Jeffrey Smith, Samuel Giles, Korron Richardson, (third row) Martin Vargas Jr., Misti Thornbrugh, Shatonn Fowler, Chad Warren, Greg Thompson (instructor), (fourth row) Earl Castain, William Rozier, Jarian Hutchinson, Nestor Montoya Jr., Marion Collins Jr., Patrick Meagher, Steven Meyer and Terry Gilliland.



Welding — Members of the engine department completing the welding course on October 22 are (from left) Oliver Balico, Liberato Viray, Archie Ware Jr., George Bixby, James Porter, Mohamed Eljahmi and Buzzy Andrews (instructor).



Welding — Upgrading Seafarers marking completion of the welding course on November 12 are (from left) Michael Williams, William Kelley, Dennis Clay, James McDonald, Joseph Grandinetti, Jerome North, Daniel Gish and Buzzy Andrews (instructor).



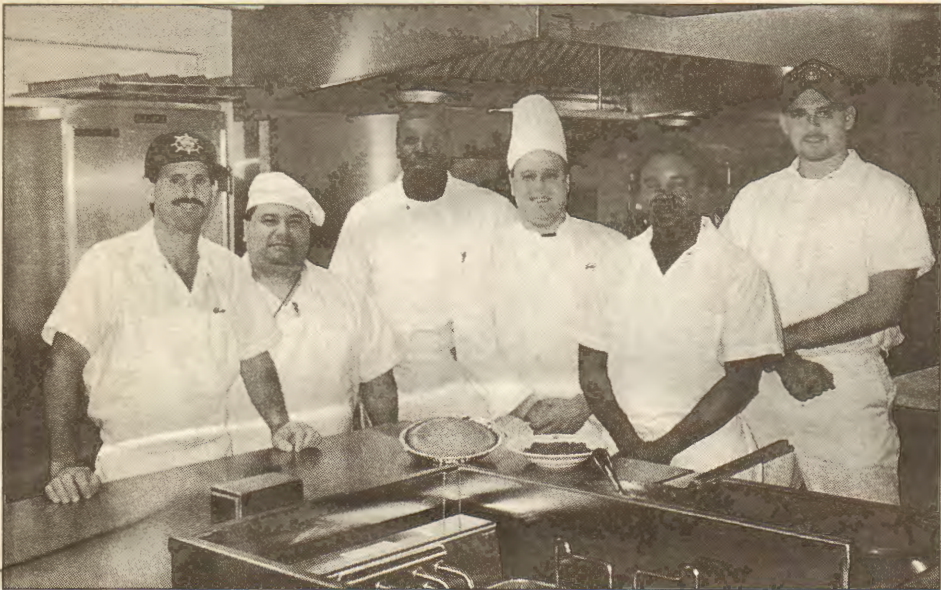
Paul Hall Center Graduating Classes



Chief Cook Learning some of the finer points in cooking from Chef/Instructor John Hetmanski (left), Chef Phyllis Rand (third from left) and Chef/Instructor Shannon Twigg (fourth from left) are Walter Winchester, Glenn Toledo and John Palughi.



Galley Operations Finishing one of the required two-week modules in the galley operations curriculum are (from left) John Stephen, Harry Kimble, Mark Wertanen and Benjamin Ines with Ed White (far right), their chef/instructor.



Chief Cook In the steward culinary lab, upgrading Seafarers participate in cooking for the grand national chili cook-off (including delicious corn bread). From the left are Monty Smith, Robert Ramirez, Donald Mann, Chef/Instructor John Dobson, Wilfred Lambey and Jason Egleston.



Certified Chief Cook — Upgrading steward department members complete the necessary course work to become certified chief cooks. From the left are Mohamed Kamer, Roderick Clay, Chef/Instructor John Dobson, Walter Winchester, Glenn Toledo and John Palughi.



STCW Basic Safety Completing the fire fighting portion of the basic safety class at the Joseph Sacco Fire Fighting and Safety School are (from left, first row) Pedro Miranda, Peter Bogeve, Sam Meyers (instructor), Rizalino Aldana, Ty Heller, (second row) Sean O'Malley, Richard Bradford, Edmundo Mustillo, Kenneth Arthurs, Gerald Gavin, Herbert Rodgers Jr. and Jackie Russell (instructor).

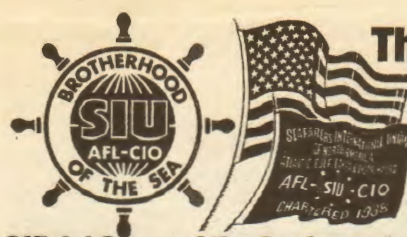


Vessel Familiarization — Members of unlicensed apprentice class 597 who completed the vessel familiarization part of their curriculum are (from left, kneeling) Edmund Livings, Michael Sherno, Justin Baker, Tammy Smith, William Howell III, Earle Shakes, Robert O'Neal, Jose Rivera, (second row) Larry Malone (instructor), Robert Brown, Freddy Traffin, Darren Rollins, Roland Carter II, David King, Ian Hembra, Justin Rodgers, Robert Gambill, Harry Clements IV and Dominic Davis.

Tanker Assistant Cargo (DL) —

Upgrading Seafarers complete the tanker assistant cargo (DL) course on November 19. Included in the photo are (in no particular order) Chad Partridge, James Miller Jr., Hugh Crossan III, Lane Schroeder, Anthony Cruzvergara, Troy Banks, Timothy Horger, James Clark, Bruce Weathers, Ramon Thomas, Donaldo Arevalo, Andrew Straka, DeMichael Dews, Edward Milstead, Gregory Gallagher, Brent Morris, Christopher Green, Willard Bell, Brian Corbett, Brett Parkins, Kevin Johnson, Mitchell Gustafson, Kris Anderson, Roger Steward, Jess Chalker, John Alba, Raheem Owens, Peri Drew and Ronald Jones.





Attention Seafarers

The Paul Hall Center's course guide for the year 2000 is included in this issue of the Seafarers LOG. Check it out on pages 11 - 14 and start thinking now about your upgrading plans for the new year.

SIU Celebrates Car Carrier's Reflagging

Sen. Sarbanes, MarAd's Hart Vow More Growth for U.S.-Flag Fleet

As SIU members busily prepared the car carrier *Tanabata* for its next voyage, speakers at a nearby celebration of the ship's reflagging under the Stars and Stripes vowed that such occasions will become more frequent.

"U.S.-flag ships are vital to the country and, frankly, the world," stated U.S. Maritime Administrator Clyde Hart at the November 23 ceremony in Baltimore. "If we have to build the U.S. fleet one ship at a time, we will."

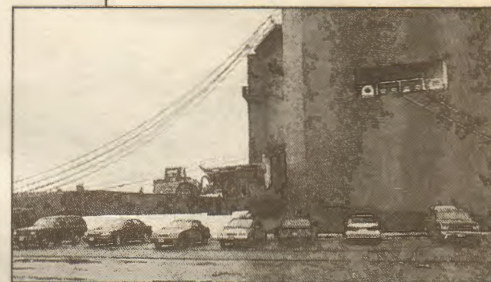
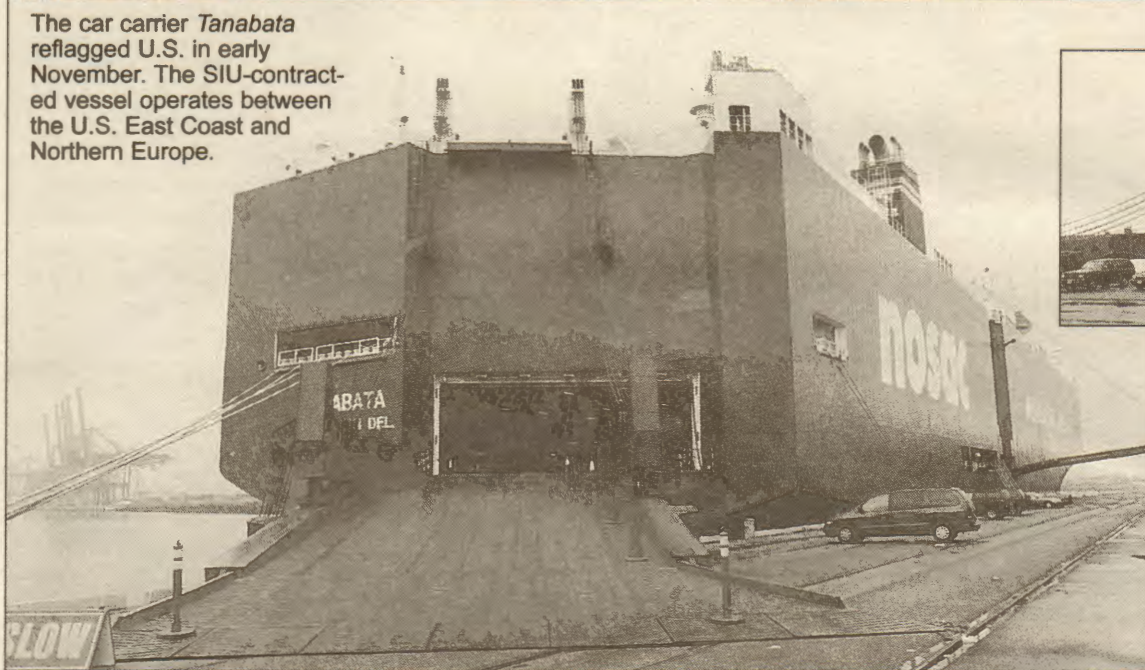
"We'll keep doing this," agreed Senator Paul Sarbanes (D-Md.). "You [rebuild] one at a time, and I'm delighted to welcome this new U.S.-flag vessel."

The 623-foot *Tanabata* means new jobs for Seafarers. Built in Japan in 1994, the ship reflagged November 3 in Bremerhaven, Germany. It is operated by SIU-contracted American Roll-On Roll-Off Carrier, LLC (abbreviated as ARC).

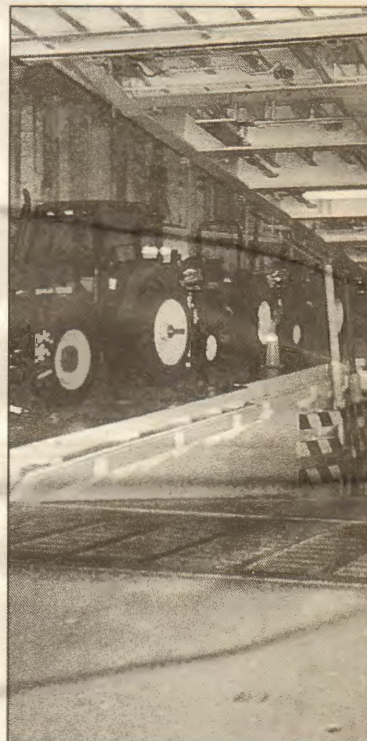
The *Tanabata* sails between the U.S. East Coast and Northern Europe, with a normal round trip taking 30 days. It carries both government and commercial cargoes.

"Things are going really well. It's a good ship with a good crew," said Bosun Charles Davis. "The (U.S.) Coast Guard came aboard in Germany for

The car carrier *Tanabata* reflagged U.S. in early November. The SIU-contracted vessel operates between the U.S. East Coast and Northern Europe.



Photos above and below: Featuring two ramps and as many as 13 decks, the ship carries wheeled vehicles of all kinds.



tests, fire drills and lifeboat drills, and all of that went well.... It's a busy ship."

Chief Steward **Sandra Leonard** said she enjoyed being part of the first SIU crew to sail on the *Tanabata*.

"It's an excellent opportunity and a new experience to bring back a reflagged ship to the United States," she observed. "The ship is in excellent shape, and every meal is an adventure!"

Named after an annual Japanese festival, the *Tanabata* transports cars, trucks, boats, heavy equipment, household goods and more. It is equipped with two ramps and can be configured to include 13 decks. The vessel's top speed is approximately 20 knots.

During the reception, ARC Chairman and President Raymond Ebeling chatted with a group of unlicensed apprentices from the Paul Hall Center for Maritime Training and Education who toured the ship.

At the ceremony, Ebeling said, "By itself, adding one ship to the U.S. fleet is not an overwhelming event. But I hope it demonstrates that U.S. shipping is not on death row."

Added former U.S. Rep. Helen Bentley, "This newest addition to the American merchant marine makes it a happy and joyous day."



SIU VP Contracts Augie Tellez (left) and SIU Baltimore Port Agent Dennis Metz (right) join *Tanabata* Captain Steven Kayser—an SIU hawsepiper—at the ceremony.



Chief Cook Elizer Saintvil (left) and Chief Steward Sandra Leonard are two of the first Seafarers to sail aboard the newly contracted vessel.

Welcoming the new U.S.-flag vessel



ARC Chairman and President Raymond



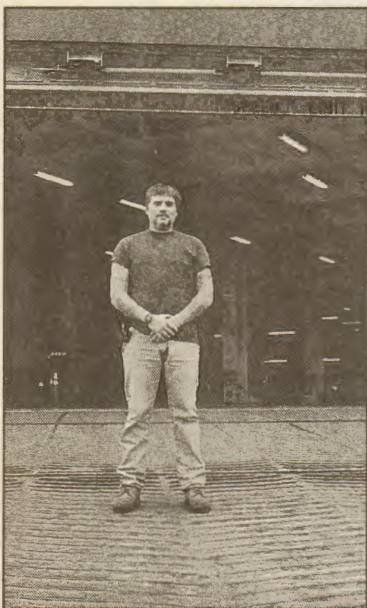
Maritime Administrator Clyde Hart



U.S. Senator Paul Sarbanes



Retired Rep. Helen Bentley



Bosun Charles Davis describes the *Tanabata* as "a busy ship with a good crew."



Students from the Paul Hall Center for Maritime Training and Education toured the ship, including a stop in the wheelhouse.

