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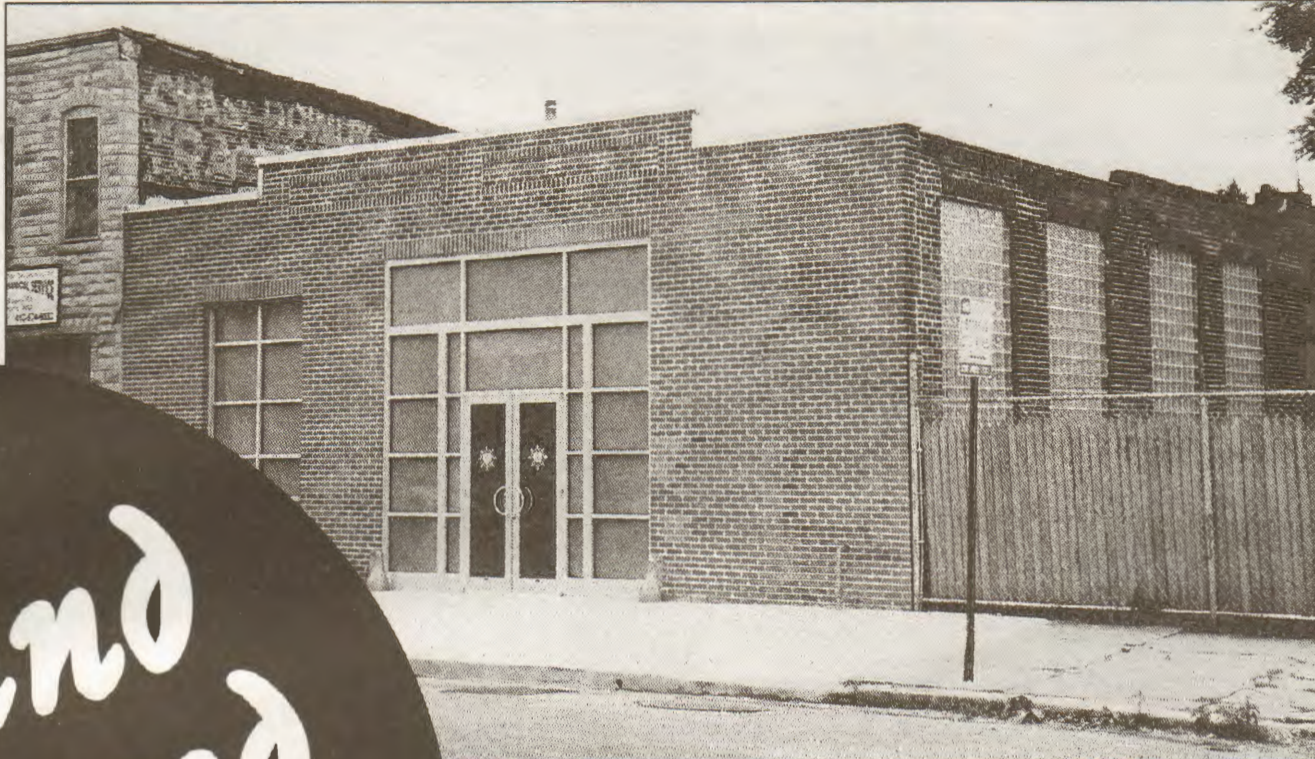
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Seafarers Log

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



New and Improved

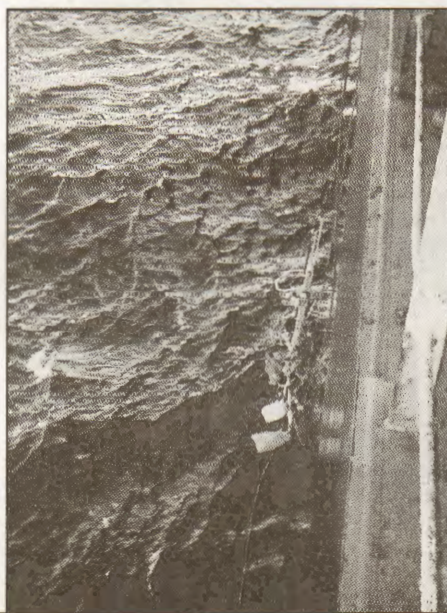
Baltimore Hall Opens; Wilmington Undergoes Major Refurbishment

The SIU was on the move last month as the union's newest hall opened in Baltimore (top right photo). Seafarers enthusiastically welcomed the change in location. Meanwhile, major renovations are taking place at the hall in Wilmington, Calif. (upper left). This continues a steady upgrade in the SIU's facilities—the Baltimore building is the second new SIU hall to open this year and the sixth since 1994. Others, including the hall in Norfolk, Va. (directly above), have been improved during the past year. Pictured at the immediate left and right, respectively, are SIU members at the Baltimore hall. Pages 12-13.



Rescue at Sea

The SIU-crewed *Sea-Land Quality* recently saved a French sailboat racer whose vessel capsized in rough Atlantic seas. Page 7.



Union Gains 2 Ships

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President's Report

Resolving Differences

Even in this era of remarkable cooperation between maritime labor, management and government, occasional disagreements are inevitable.



Michael Sacco

Such is the case in a long-running dispute between the United States Military Sealift Command (MSC) and several U.S.-flag carriers including Sea-Land, Crowley and TOTE, among others. The short of it is this: MSC and the carriers disagree about the amount of money the government contractually is obligated to pay for certain services that were provided during

Operation Desert Storm.

More specifically, the question concerns the application of the McCumber Amendment to the 1904 Cargo Preference Act. That amendment prohibits U.S. carriers from charging higher rates to the military than to private shippers for transporting "like goods."

As one might expect of a case that has lasted nine years and involves more than \$18 million, the details are complex. But it boils down to Sea-Land contending that its rates are legally justified by differences in the respective services it provided for the military and for commercial shippers during the same period. MSC doesn't see it that way, and argues that the rates should have mirrored those charged to the commercial segment.

A few months ago, the U.S. Court of Appeals in Washington, D.C. ruled in Sea-Land's favor. A key part of the ruling stated that the company "cannot be held liable for pricing its contract according to the kinds of goods it agreed to carry, rather than the kinds of goods that MSC actually shipped."

I think that last sentence underscores this case's complications. If it were a cut-and-dry issue, it wouldn't have taken this long to litigate.

Along those lines, there are no "bad guys" in this situation. Each side has a different interpretation of the law and believes it is correct. People are simply doing their jobs, trying to do what they think is right.

That said, it's time to put this issue to rest. The court sent Sea-Land and MSC back to the Armed Service Board of Contract Appeals to pursue what it describes as more "factual determinations" aimed at finally resolving the case (consistent with the court's ruling). Whether the resolution is done via the board or through a settlement, I hope it happens soon.

I also want to emphasize that, so far, this dispute hasn't spoiled the productive working relationships that have been forged across all components of the U.S.-flag maritime industry. Such cooperation isn't just talk—it's a very real commodity that has helped generate and maintain support for the U.S. fleet.

In the long run, that collaboration is critical for America's national security and for maintaining a manpower pool of trained, loyal, U.S.-citizen mariners. That is the "bigger picture," and all concerned would be wise to level their focus on it.

Maintaining Professional Standards

As reported on page 3, the fleet of SIU-crewed LNG vessels has begun reflagging. To the Seafarers remaining on the six ships that will stay under SIU contract, I know you will maintain the same top-notch professional standards that you always have demonstrated. Your excellent work enabled the SIU to retain those ships, and your continued dedication undoubtedly will strengthen your union.

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Sen. Inouye Honored for WWII Heroism



U.S. Sen. Daniel Inouye (D-Hawaii), for decades a leading proponent of the U.S. merchant marine, was awarded the Medal of Honor on June 21 for heroism during World War II.

Inouye and 19 fellow members of the 442nd Regimental Combat Team received the nation's top military decoration from President Clinton during a White House ceremony.

The senator served as a medic with an all Japanese-American unit in Europe during the war. He lost his right arm during combat in Italy, yet, moments later, used his left arm to toss away a German grenade that had landed nearby. That action saved numerous Allied lives.

In a letter congratulating

Inouye for his award, SIU President Michael Sacco wrote, "Your service to the United States during World War II is a shining example for all Americans." He also thanked the senator for "all the hard work you have accomplished to preserve and strengthen the U.S.-flag commercial fleet. The men and women of the SIU applaud your receiving the recognition you justly deserve. We remain proud to call you our friend and brother."

Inouye, an honorary member of the SIU, deflected credit for his achievement, citing the positive influence of his family and fellow servicemen. "An honor of this nature should be shared with many others," he stated in a communication to the SIU president.

A longtime backer of the U.S.-flag fleet, Sen. Daniel Inouye recently received the Medal of Honor for his heroic actions in WWII.

"This Medal of Honor belongs to my grandparents, parents and the men of my platoon. I accept this great honor in their behalf."

Among many other actions in behalf of the U.S. fleet, Inouye was an outspoken and effective advocate of the Maritime Security Program, enacted in 1996. He also played a key role in clearing the way for construction of the two deep sea cruise ships being built for U.S. Lines by Ingalls Shipbuilding.

New York-Area Seafarers Rally In Support of ILA Local 1814

SIU members and officials joined hundreds of fellow trade unionists June 22 in New York for a demonstration supporting the striking members of International Longshoremen's Association (ILA) Local 1814.

Some 300 ILA members have been on strike for a year against Domino Sugar's Brooklyn, N.Y. refinery. Because Domino is owned by the Britain-based company Tate & Lyle, the recent protest took place outside the British Consulate in New York.

In a flyer summarizing its plight, Local 1814 pointed out, "The strike action was the workers' last resort given the fact that they tried for nine months past the expiration date to get a (new) contract."

Indeed, a partial list of the company's demands illuminates the union's position. Among other things, Domino calls for: cutting the workforce by about one-third; eliminating the seniority system; slashing overtime; abolishing personal and sick days; unlimited subcontracting; and reopening the contract whenever Domino deems it necessary.

"In short, they slashed a 59-page contract book to about five pages," the union noted.

The International Transport Workers' Federation, to which

both the SIU and the ILA are affiliated, accused Domino of "highjacking the negotiations and submitting a series of unreasonable demands for concessions."



Photo courtesy of Miller Photography

Participating in the recent rally in New York for ILA Local 1814 are (from left) SIU Representative Jack Caffey Jr., SIU VP Atlantic Coast Jack Caffey, Local 1814 Representative Tom Scalla, Local 1814 President Frank "Red" Scollo, New York Central Labor Council Public Policy Director Ed Ott, New York State AFL-CIO Special Projects Director Ed Panarello and Local 1814 Secretary-Treasurer Lou Pernice.

Pensioners and Dependents Try Pilot Benefits Program

The Seafarers Welfare Plan (SWP) last month announced the start of a one-year pilot program allowing for payment of home health and hospice benefits for eligible SIU pensioners and their dependents. Upon recommendation of the SWP administrator, the board of trustees authorized the trial program, effective July 10.

This test benefit is modeled after the program currently in place for active Seafarers and their dependents. A brief description of these benefits follows:

- The SWP will pay 100 percent of the actual home health care costs, up to the maximum daily rate set forth in the rules, and subject to certain limitations.

- The SWP will pay 80 percent of the reasonable and customary cost of hospice care, subject to cer-

tain limitations set forth in the rules.

- The benefits for home health and hospice care combined are subject to a lifetime maximum of \$10,000 per participant.

- Private duty nursing care is subject to an annual cap of \$2,000 per participant and is included in the lifetime maximum cap of \$10,000.

Questions about these benefits should be directed to the claims department at 1-800-252-4674.

The trustees directed the administrator to review this program after one year to determine its effectiveness. At that point, the trustees will determine whether or not the program becomes a permanent part of the rules and regulations.

Please be advised that SIU headquarters and all SIU hiring halls will be closed on Monday, September 4, 2000 for the observance of Labor Day (unless an emergency arises). Normal business hours will resume the following workday.

Union Gains 2 Ships

Maersk Line Ltd. to Operate Converted Ammunition Ships

The recent award of a five-year operating agreement to SIU-contracted Maersk Line Ltd. by the U.S. Military Sealift Command (MSC) will result in Seafarers getting new job opportunities aboard two additional ships.

Two foreign-flag cargo vessels are reflagging under the Stars and Stripes. They will replace two others that are transferring from the Maritime Security Program (MSP) to MSC. The latter two ships are the SIU-crewed *Newark*

Bay and *OOCL Innovation*. They will be converted for use as ammunition carriers.

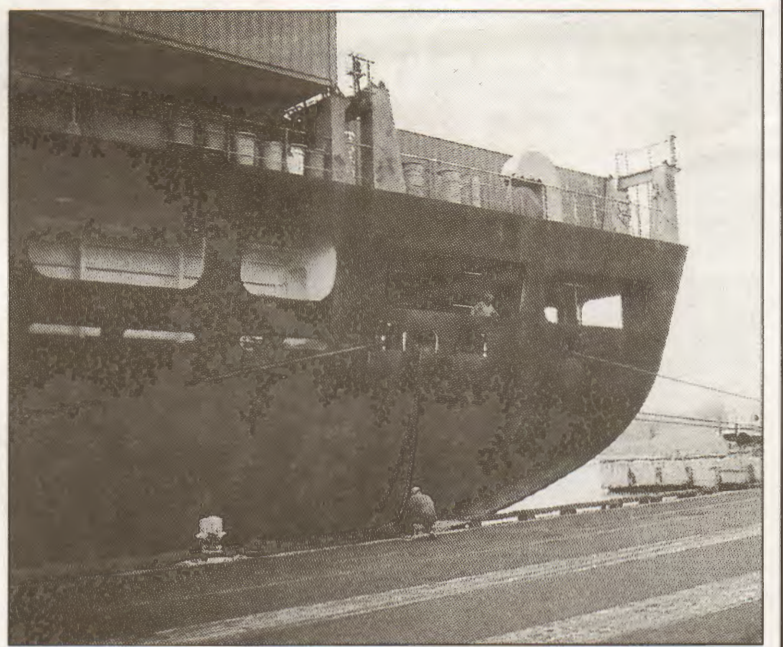
For the SIU, these developments mean a net gain of two vessels. SIU members will continue crewing the ships that are transferring to MSC's fleet, plus they will climb the gangways to the two vessels that are reflagging.

The first reflagging tentatively is scheduled to take place by the end of this year, as is the start of conversion work on one of the current MSP ships. The second

will take place some time in 2001.

"The SIU welcomes this opportunity and will, as always, provide the best-trained mariners in the world," stated SIU Vice President Contracts Augie Tellez.

Maersk Line Limited, based in Norfolk, Va., operates about two dozen SIU-crewed vessels for MSC and in the Maritime Security Program. Its Seafarers-crewed fleet includes container-ships, roll-on/roll-off prepositioning vessels and T-AGOS ships.



The *OOCL Innovation*, tying up earlier this year in Port Elizabeth, N.J., will be converted for use by MSC, as will the *Newark Bay*. SIU crews will remain aboard both ships and will sign onto two others that are reflagging under the Stars and Stripes.

Construction Launched for U.S. Lines' Vessel

Rep. Abercrombie Says Project Provides 'Foothold' in Foreign-Dominated Industry

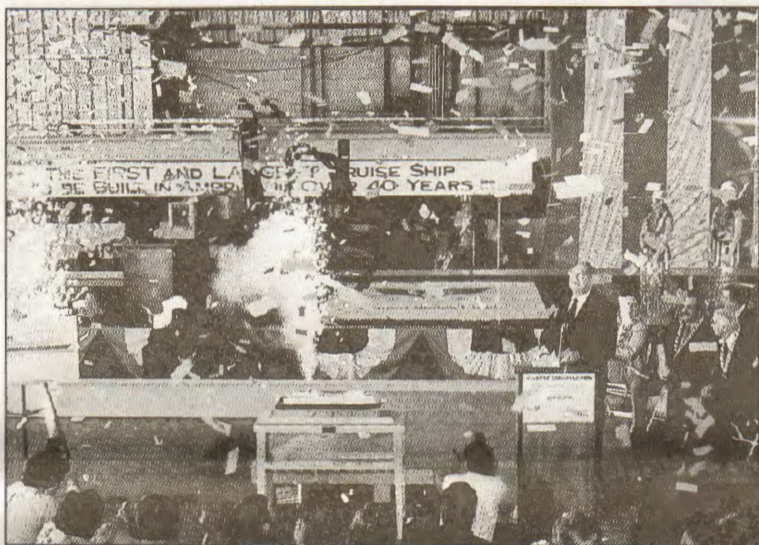


Photo courtesy of American Classic Voyages Co.

The patriotic theme was impossible to miss during the ceremonial launch of construction on the largest U.S.-flag cruise ship. Amid fireworks, American flags, red, white and blue confetti and an Uncle Sam lookalike, the building commenced during Independence Day weekend at Litton Ingalls Shipbuilding in Pascagoula, Miss. The vessel is slated for completion in 2003 and will be crewed by SIU members.

Amid colorful, patriotic fanfare, construction recently was launched on what is planned as the largest cruise ship ever built in the United States. American Classic Voyages and its subsidiary U.S. Lines, along with the U.S. Maritime Administration and Litton Ingalls Shipbuilding, ceremonially kicked off production during Independence Day weekend at the unionized shipyard in Pascagoula, Miss.

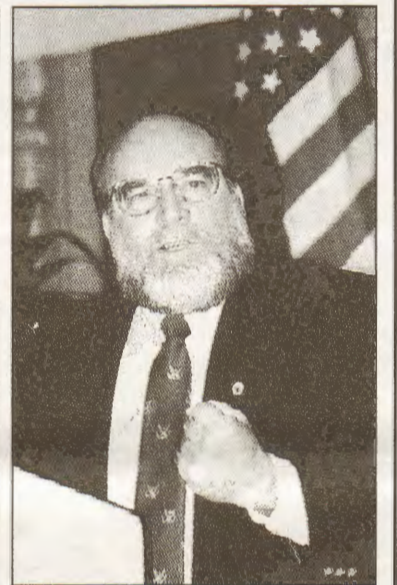
The steel used in the ceremony will be part of a 1,900-passenger vessel—crewed by SIU members—slated for completion in 2003. That vessel will sail exclusively in the Hawaiian Islands, while an SIU-crewed sister ship (also operated by U.S. Lines) is scheduled for completion in 2004.

Both those vessels—as well as the former Holland America ship *Patriot*, which in December will

sail under the U.S. flag with an SIU crew—resulted from passage of the U.S.-Flag Cruise Ship Pilot Project three years ago. That legislation is expected to help revitalize domestic shipbuilding, create thousands of American jobs and increase U.S. tax revenues, among other benefits.

The construction contract for the two new 72,000-ton ships has a potential value of up to \$1.4 billion, according to American Classic Voyages. It also includes an option for a third ship.

At least one legislator who supports the U.S. merchant marine hailed the construction's launch as the start of America's full-scale entry into the thriving cruise market. U.S. Rep. Neil Abercrombie (D-Hawaii), in remarks July 17 on the floor of the U.S. House of Representatives, stated, "The cruise



Rep. Neil Abercrombie

industry is one of the fastest growing segments of the travel and leisure industry, growing at a pace of about nine percent annually. Loopholes in U.S. laws and regulations have essentially ceded this burgeoning vacation business to companies operating cruise ships under flags of convenience.... The U.S.-flag Cruise Ship Pilot Project ... will change that and will give Americans a foothold in a cruise industry now dominated by foreign cruise lines."

Abercrombie also pointed out that the new U.S.-flag vessels "will help maintain the manpower necessary for building and crewing ships in times of national emergencies. The Department of Defense has also expressed interest in utilizing the hull designs for cruise ships for command and control vessels in the future."

Finally, he declared that the new builds "demonstrate that America can build ships competitively on the world market. At a fixed price of \$440 million apiece, the ships are only slightly above the price being charged for cruise ship construction in European yards, where nearly all new cruise ships are built. The price of American ships would be even more competitive in the world market if the worldwide ship construction subsidies were eliminated."

SIU Maintains Jobs on 6 LNG Tankers

Following a decision by the U.S. Court of Appeals which cleared the way, the U.S. Maritime Administration (MarAd) on July 12 reaffirmed its approval for the reflagging of eight liquefied natural gas vessels to foreign registry. As reported in previous editions of the *Seafarers LOG*, SIU members will continue sailing aboard six of the vessels—the *LNG Capricorn*, *LNG Taurus*, *LNG Libra*, *LNG Gemini*, *LNG Leo* and *LNG Virgo*. The economic provisions (including benefits) of the SIU Standard Tanker Agreement will apply to those ships once the reflagging to the Marshall Islands registry takes place.

The *LNG Aquarius* reflagged with a foreign crew last month and the *LNG Aries* was

scheduled to follow by month's end. Seafarers sailing aboard those two ships at the time of reflagging will receive a severance package. The schedule for reflagging the remaining vessels was not available at press time.

PRONAV Ship Management applied to reflag the ships in August 1999. When MarAd approved the request in November, the Department of Transportation agency emphasized that its decision "should not be taken as a precedent for any other situation." Maritime Administrator Clyde Hart said he "reluctantly" issued the ruling and also stressed that a key condition to the approval "helps to ensure the continued availability of American mariners for commercial operations and military readiness," because all the unlicensed jobs for six of the ships will be held by Americans for at least the next five years. MarAd also has authority over any further changes in foreign "ownership, registry or operation."

The agency last month confirmed its original stance following an appeal of the reflagging.

SIU President Michael Sacco stated, "Our position always has been that the eight ships should remain under the American flag. The union is disappointed in MarAd's ruling."

"However, our crewing of six of the LNG vessels will help provided a continued manpower pool of trained American mariners for U.S. national defense purposes," he continued. Sacco added that the application of the SIU's Standard Tanker Agreement wages and benefits will, for the first time, apply

American labor standards on foreign-flag ships.

In written communications sent during the past 11 months to the SIU LNG crews—and during shipboard meetings between Seafarers and SIU officials—the union noted that its decision to accept continued employment on the reflagged ships was made only after painstaking analysis. Further, the reflagging originally was scheduled to begin in 1998 (under a previous application by the ship operator); and the SIU had negotiated a conditional phase-out agreement ending in 2003 whereby it would not, in fact, sail on the reflagged vessels.

The union reconsidered its position last year due to unforeseen circumstances involving contract negotiations between a U.S. officers union and PRONAV. Those conditions threatened the SIU's severance agreement and made it possible that all eight ships quickly would reflag, leaving SIU crews without any opportunity for continued employment on those vessels.

As noted in a memo from SIU Vice President Contracts Augie Tellez to the LNG crews, "When weighed against the alternatives, the final decision (to sail on the six reflagged ships) was based on the ultimate benefit to our members and their families... [The agreement] maintains our benefits and will provide jobs and job security for five more years while preserving our severance agreement."

Notice

Seafarers who have sailed aboard the following vessels should receive EPA allocation checks for a 2.145 percent pay increase that is retroactive to July 1. Ships covered by this agreement include the following:

The Maersk vessels *Alaska*, *Arizona*, *California*, *Colorado*, *Tennessee* and *Texas*; the tankers *Paul Buck*, *Lawrence Gianella*, *Gus Darnell*, *Richard Matthiesen* and *Samuel Cobb*; and the prepositioning ships *Alex Bonnyman*, *Louis Hauge*, *Franklin Phillips*, *James Anderson* and *William Baugh*.

Advocate for Maritime Labor, Ed Mooney Dies at 84

Edward X. Mooney, a member of the SIU since 1944 and headquarters representative from 1961 until his retirement in 1977, died July 4 at his daughter's home in Goodyear, Ariz. He was 84.

Known affectionately as "the Monsignor," Mooney was a strong and constant advocate for U.S. mariners. He was born in New York in 1916 and left a job as a bar manager to catch his first SIU ship in 1944. After the war, he sailed on several of the old Alcoa and Bull Line passenger ships—as a bartender and smoking room steward on the *SS Alcoa Cavalier* and as chief steward on the *SS Alcoa Corsair*. He also worked as a steward on Bull Line's *SS Puerto Rico*.

"Ed was a very loyal, caring man for his family and his union," stated SIU President Michael Sacco, who knew Mooney for nearly 40 years. "He broke me in on the waterfront as a patrolman.

"Ed was a good organizer, a good teacher and was very well-liked by the membership. He was very active in the community, too."

One of his friends from the



Mooney talks with members in the New York union hall during the early 1970s.

early years was John Gallagher, an SIU member from 1942 to 1985 and now living in Pennsylvania. "It is a sad day," he stated, upon hearing of Mooney's passing. "He went out of his way to be helpful and was good to all Seafarers. We sailed together during World War II and were in Italy when the war ended," Gallagher reminisced. (They were both serving as ABs aboard the *Cranston Victory*, which was taking war cargo to the Italian front.) "I consider him a very close, personal friend, and I will miss a real good man," Gallagher stated.

From the very start of his maritime career, Mooney was active in union programs and played an important role in the SIU's early organizing efforts. He served as ship's delegate on a number of vessels and participated in the Wall Street Strike, the General Strike of 1946, the Canadian beef and the Puerto Rico longshore beef.

George McCartney, retired Vice President West Coast and pallbearer at his funeral, said Mooney "was like a big brother to me." They sailed together in 1949 on the *SS Puerto Rico* and also worked in organizing the *SS Atlantic* in 1958. McCartney noted the saying, "A friend in need is a friend in deed" fit Mooney to the letter. "He was truly a friend in deed."

Retired Vice President "Red" Campbell worked on the waterfront with Mooney. He said he was extremely likeable and an excellent official. "Mooney was very pleasant and had a good attitude. No beef was too small for him to deal with, and he maintained a good relationship with the members."

In 1951, Mooney ran for union office for the first time and was elected joint patrolman for the port of New York. Two years later, he became assistant secretary treasurer. He also served as manager of the union's Port O'Call Bar and Nightclub in

1951-52.

Retired SIU Business Agent John Dwyer worked with Mooney in New York. The pair kept in touch and saw each other every year. "He was a great guy," Dwyer added.

In 1961, Brother Mooney was named headquarters representative by then-SIU President Paul Hall, a post he held until his retirement. In the same year, AFL-CIO President George Meany nominated Mooney to represent the labor movement on the Puerto Rico Wage and Hour Committee.

During his years as an SIU official, Mooney mainly worked out of the port of New York. He did, however, spend two years in the port of Buffalo and also taught a union education course at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

Mooney helped represent the SIU in the Maritime Trades Department New York Port Council, as well as in the National Maritime Council. He also was very active in promoting the union's political interests in New York on both the local and state levels.

When Mooney retired, he was serving as a union trustee for the Seafarers Pension and Welfare Plans and had served as a delegate representing the SIU A&G District at every SIUNA convention since 1953.

Following his retirement in 1977 and looking back on his life in the SIU, Mooney said, "The union and this membership have come a long, long way since I joined. And I'm happy and proud to have been a part of it."

"But as far as we have come as a successful organization, we still have a long way to go."

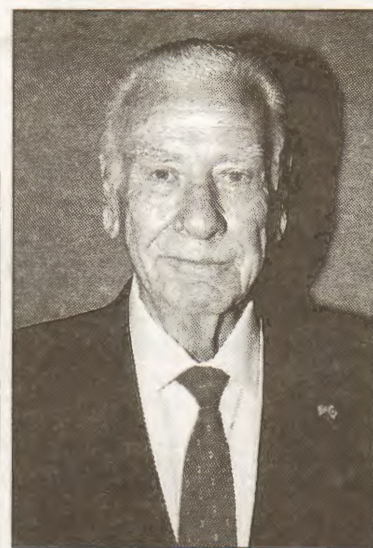
Mooney added, "We have a lot of work left to do, but the SIU has always come out on top, and I don't think that's about to change."

Even though poor health forced him to retire, he moved to

Seattle and continued to improve the lives of others.

This dedication of service to organized labor, the maritime industry and the community did not go unnoticed, and in 1989, Mooney was recognized at a luncheon of the Puget Sound District Council of the Maritime Trades Department, where he was presented with a lifetime achievement award. In his brief remarks following the honor, Brother Mooney said he would continue to fight on behalf of working people and the maritime industry. "Just because I'm retired," he noted, "doesn't mean I've stopped working."

Honolulu Port Agent Neil Deitz worked with Mooney in Seattle and remembers "Ed Mooney as someone to whom you could ask any question. He would share every contact and resource with you to get the job done. The first thing he told people was, 'Nothing is too good for the members, so never go to the janitor when you can go to the



Edward X. Mooney

landlord."

Mooney's wife, Wilma, died in 1991. He is survived by three sons: Edward, Robert and Stephen X. Mooney (who sailed for many years with the SIU); two daughters: Carol Frawley and Patricia Lodico; daughter-in-law Julianne Mooney; son-in-law Carmine Lodico; two sisters and numerous grandchildren. A funeral mass took place July 10 in Bothell, Wash.



Edward X. Mooney was known for his ability to get along with everyone—from fellow Seafarers to political dignitaries. In this photo (originally printed in the November 1986 LOG and titled "Kennedy and the 'Monsignor'"), Mooney, already retired but working part-time out of the Seattle hall during the congressional elections, was on hand to greet Congressman-elect Joseph P. Kennedy (D-Mass.).

SIU at Fishermen's Memorial Service



The SIU on May 29 took part in the annual Fishermen's Memorial Service conducted by the New Bedford (Mass.) Port Society. Above, SIU New Bedford Port Agent Henri Francois (right) and Howard Nickerson, retired director of the Offshore Mariners Association, carry a wreath of flowers to the water. The yearly event is intended to recognize the "contribution and sacrifice of those men who serve aboard our fishing vessels," noted the port society.

San Fran Rep Meets DOT Head



San-Francisco-based SIU Representative Chet Wheeler Jr. (right) recently met U.S. Secretary of Transportation Rodney Slater during an event hosted by the port of Oakland, Calif. (photo at right). Slater visited the port June 23 to review a major expansion program (dubbed Vision 2000) that is under way. The \$700 million project is expected to help the local economy and the environment, said Port of Oakland Executive Director Charles Foster.

Coalition Urges MSP Expansion

Industry Group Details Recommendations For Improving U.S. Fleet, National Security

Answering the U.S. Maritime Administration's (MarAd's) request for an assessment of the Maritime Security Program (MSP), a coalition of unions (including the SIU), shipowners, operators and associations last month offered a detailed analysis of the 10-year plan along with several key recommendations for improving it.

"In order to continue to contribute to [America's] national maritime policy goals and objectives, the Maritime Security Program must be extended, expanded and upgraded," stated the group. "It must become a vehicle for the growth of the United States-flag merchant marine and not simply a means to preserve an existing core fleet.

"We also believe very strongly that the Maritime Security Program cannot by itself solve

America's maritime manpower and commercial sealift problems. Rather, it must not only be modified to better assist in improving the competitiveness of the United States-flag foreign commerce fleet, but must also be accompanied by meaningful maritime-related tax and regulatory reform and by the full implementation of existing cargo reservation programs."

Among the coalition's proposals:

- Extend the MSP "for a period of at least 15-20 years. This change would give investors and lending institutions more confidence to provide the funds necessary for the replacement of vessels and the expansion of the U.S.-flag fleet."

- Expand the MSP fleet. This will bolster U.S. sealift capability while providing "a greater, much-

needed base of employment for American merchant mariners.... It is important to remember that the U.S. Navy is facing recruiting shortfalls and dropping retention rates.... Consequently, predicating a sealift strategy on government personnel to crew commercial sealift shipping is simply not a viable option."

- Supplement the MSP via "strict compliance with existing cargo preference laws that require a percentage of military and non-military U.S.-government impelled cargoes be shipped on privately owned U.S.-flag commercial vessels."

- Tax reform for U.S. mariners and commercial vessels. Without it, "the American merchant fleet will have to continue to try to compete against foreign-flag vessels and crews that receive much more favorable tax

treatment from their nations."

The group endorsed the pending National Security Sealift Enhancement Act (H.R. 3225, S.1858), which includes tax incentives. Additionally, the coalition claimed the existing MSP and its associated Voluntary Intermodal Sealift Agreement (VISA) have delivered on their expected goals. They include maintaining both a cost-effective, viable U.S.-flag commercial fleet that strengthens America's sealift capabilities and a trained manpower pool of U.S. citizen mariners.

The group pointed out that the MSP and VISA programs "have strong, bipartisan support in the Congress and the executive branch. As President Bill Clinton stated when he signed the Maritime Security Act of 1996 into law, 'The American flag

must always sail in the sea lanes of the world.'"

Further, they noted, "Without a sufficient number of militarily useful, privately owned ships operating under the U.S. flag, and without a sufficient cadre of trained, loyal American citizen merchant mariners, our country will be at the mercy of those whose economic, political and military interests may be contrary to our own."

The comments were submitted by a group which includes the AFL-CIO Maritime Trades Department and four of its member unions (the SIU, NMU, MM&P and MEBA), the Transportation Institute, the American Maritime Congress, American President Lines, American Ship Management, Automar International Car Carrier, Maersk Sealand, the Maritime Institute for Research and Industrial Development, Central Gulf Lines, Farrell Lines, First American Bulk Carrier Corp., First Ocean Bulk Carriers, the Labor Management Maritime Committee, Lykes Lines, OSG Car Carriers, U.S. Ship Management and Waterman Steamship Corp.

Union Mourns Loss of Retired Port Agent Reinosa

Juan J. Reinosa, retired SIU port agent in Puerto Rico who also served as a patrolman in San Francisco, passed away July 22 in Fremont, Calif. He was 79.

Brother Reinosa joined the SIU in 1944 in New York. He was a career Seafarer with more than 25 years of sea time in the steward department.

Because of his expertise as a chief steward, Brother Reinosa was among the first mariners assigned to the industry's food plan under the maritime advancement program. The late Paul Hall, former SIU president, personally assigned him.

In this capacity, Brother Reinosa helped to pioneer the art of properly provisioning seagoing vessels based on crew size, duration of voyage and distance between ports. His input on standards for cleanliness and sanitation in galley/dining operations was pivotal in establishing today's norm.

Brother Reinosa began sailing in 1936. He came ashore in 1965 as a patrolman in San Francisco, after signing off the *Steel Scientist*. In 1975, he was elected port agent in San Juan, P.R. He kept that position until his retire-

ment in 1984.

"He was a proud Seafarer who was devoted to the job and to the SIU membership," said Juan Reinosa Jr. of his late father. "His dedication to the union always came to the forefront of whatever he did. He worked very closely with all the early SIU officials."

George McCartney, retired SIU Vice President West Coast, was a longtime friend and former shipmate of Brother Reinosa. McCartney was among the last (excluding immediate family) to converse with Brother Reinosa prior to his death.

"I called his daughter Margherite to see how Juan was doing," said McCartney. "She put the phone up to his ear and I said a few words to him in Spanish reminiscing about our time at sea together on the Bull Line, otherwise known as the Puerto Rican Navy. His daughter told me that I must have said something funny to him because he smiled. He could understand you, but he could not talk."

"I sailed with him in the '50s," McCartney continued. "He was chief steward and I was an oiler. Juan was one of the best chief stewards that I have ever sailed

with. He was a very competent, responsible and capable guy, a great shipmate, a great union brother and a very good friend. He helped a lot of people."

"Juan was a good old buddy of mine, a World War II veteran" offered Red Campbell, retired SIU vice president contracts. "You never had any food complaints when Reinosa was aboard a vessel. He was not a cookbook steward. He learned it all the way from ground up—from messman to galleyman to cook and baker to chief cook. He served in all the capacities. When needed, he could jump right into the galley and do whatever was needed to be done. He was an all around quality guy."

"I knew him for many years," said Bob Selzer, SIU port agent in Brooklyn, N.Y. "He was one of the original charter members. He was on Beaver Street when the hall was there in 1944. I did not sail with him, but I did work with him for a while. I remember him as being a real nice guy and one of the very knowledgeable old-timers."

Steve Ruiz, port agent in San Juan from 1991-1999, remembers Brother Reinosa as one of the

most giving union officials he has ever met. "I knew him for about 20 years," Ruiz said. "I knew him when he was port agent in San Juan. Also, he sailed on some of the same ships as I did."

"He was kind enough to come down and familiarize me with the port and introduce me to the right people when I became port agent in San Juan," Ruiz continued. "Juan was a great guy, always willing to give a hand and answer your questions. He did so much for so many people."

Brother Reinosa is survived by his wife, seven children, 22 grandchildren and 17 great-grandchildren. His children, all of whom reside in California, are: Juan J. Reinosa Jr. of Newark; Rose Marie Reinosa of Hayward; Raymond Reinosa of Oakland;



As port agent in San Juan, P.R., Juan Reinosa chaired the monthly informational meetings.

Linda Reinosa and Margherite Reinosa Johnson of Union City; Antonio Reinosa of Tracey and Iris Reinosa of Hayward.

GCMA Wins Grant for Mariner Training



The Gulf Coast Mariners Association (GCMA) recently announced it has secured—with backing from U.S. maritime unions including the SIU—a \$4 million grant from the U.S. Labor Department to provide STCW certification training to mariners of the Gulf Coast. Pictured at the June 30 press conference in New Orleans announcing the grant are (from left) Masters and Pilots President Tim Brown; GCMA President Penny Adams; Marine Engineers' Beneficial Association President Larry O'Toole; Louisiana State AFL-CIO President John "Red" Bourg; AFL-CIO President John Sweeney; and SIU President Michael Sacco. Others in attendance included New Orleans Mayor Mark Moriole, Louisiana Secretary of Labor Garey Forster and American Maritime Officers President Michael McKay. The grant is available to both union and unrepresented workers alike, but is intended to provide financial assistance only to those mariners whose company or union is not already paying for the STCW training.

Training, Legislation Discussed



Inland Waters Tom Orzechowski (center) and SIU Secretary-Treasurer David Heindel. Below, the discussion continues.

SIU officials met with representatives of the union's contracted Great Lakes operators to discuss the latest issues impacting the industry. A key topic at the June 28 conference (which took place at the SIU hall in Algonac, Mich.) was the specialized training available to Great Lakes mariners at the Paul Hall Center in Piney Point, Md. Proposed legislation that may impact the Lakes also was a prime issue. At left, SIU President Michael Sacco (standing) updates the group on the new simulators being installed at the Paul Hall Center. Also pictured are SIU VP Lakes and



With Crowley Seafarers



Left: Before loading provisions on board the tug *Gauntlet*, (from left) OS Jason Powell, Engineer Steve Williams and OS Mario Morrante take inventory.



Right: Operating the forklift on the Crowley dock during cargo operations is AB Kyle Sweep.



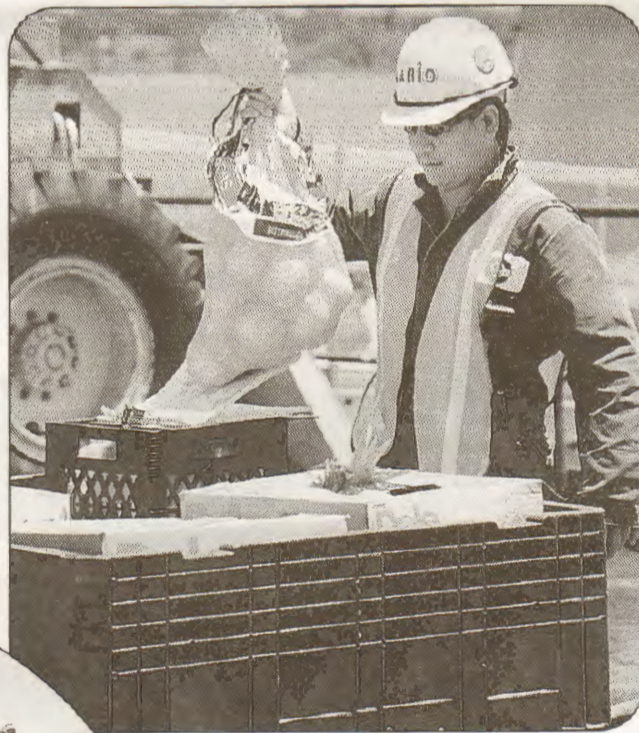
Engineer Apprentice Manuel Little works to repair a portable pump on board the tug *Pioneer*.

Jacksonville, Fla. is home to Crowley's 63-acre shipping terminal, encompassing that company's containership, barge and tug operations.

Seafarers working at the terminal, located on Talleyrand Ave., are involved in many of the activities there. They load barges for the coastal, Caribbean and Puerto Rico trade routes and also work aboard the tugs that haul the barges and help with harbor work, including vessel docking and undocking.

Additionally, SIU members assist with the maintenance and repair of Crowley equipment.

The photos appearing on this page were taken recently at the Crowley terminal by SIU Patrolman Bryan Powell.



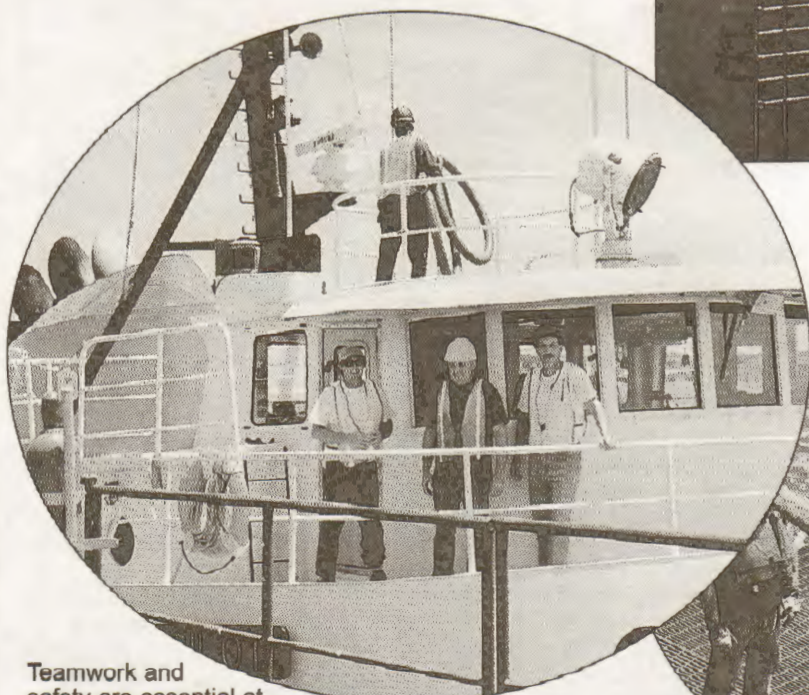
OS Mario Morrante checks off the provisions being brought aboard the tug *Pilot*.



AB Ed Sinette helps load cargo onto the tug *Pilot*.



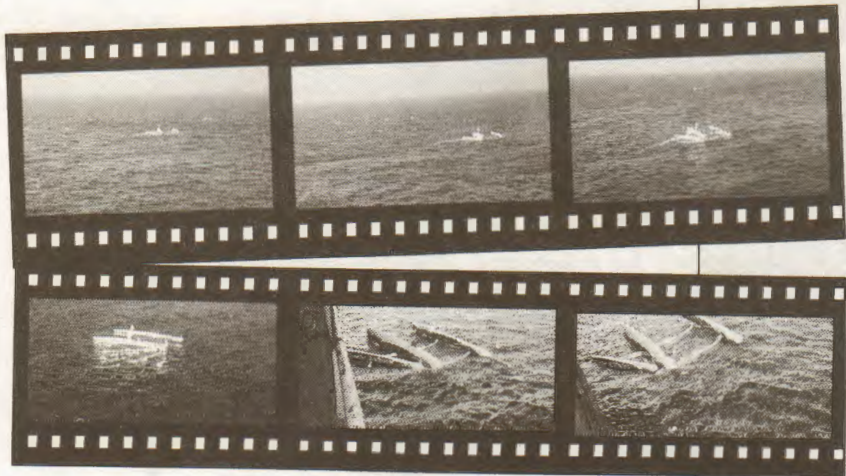
Assisting in unloading waste and lube oils from the tug *Pilot* is OS Jason Powell.



Teamwork and safety are essential at the Crowley dock and aboard the tugs, whether the work involves loading, offloading, cleaning or getting underway.



Quality Crew Saves Racer In Dramatic Rescue at Sea



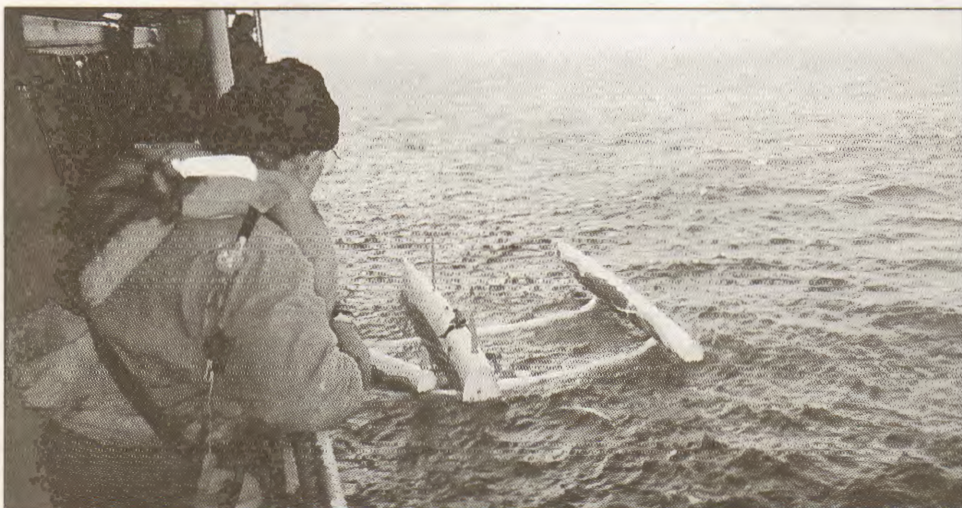
Heavy seas caused severe damage to one pontoon of LaLou Roucayrol's \$2 million vessel. As a result, it capsized, leaving the French racer at the mercy of the ocean.



AB Bill Henderson (left) and other members of the *Quality* crew spend time with LaLou Roucayrol (right) shortly after his rescue.



During a stop in Port Elizabeth, N.J. in June, crew members aboard the *Quality* discuss the rescue effort. Pictured are Bosun Jim Hassan, QMED Terry Mouton, Patrolman Oscar Lopez, Wiper Carlos Bonefonte and Chief Cook Benny Santos.



Bosun Jim Hassan gets a close-up view of the Frenchman's heavily damaged vessel.

A French sailor with a fondness for racing today is back home with his family and out of harm's way, thanks to the SIU crew aboard the *Sea-Land Quality*. The aquatic daredevil had a brush with death on the high seas during the early morning hours of June 10.

Fortunately for the Frenchman, the *Quality* was in the same area near the time of his encounter at sea, making its way to the port of Boston from LeHavre, France.

"LaLou Roucayrol was navigating his \$2-million dollar trimaran (sponsored by the Banque Populaire of France) from Plymouth, England to Newport, R.I. in a race," said *Quality* Chief Cook Tom Milovich. Heavy seas severely damaged one pontoon of Roucayrol's vessel, causing it to capsize, according to Milovich. The Frenchman was thrown overboard and—except for a life vest and the remaining two intact pontoons of his boat—was completely at the mercy of the ocean at 5:30 a.m.

Members of the *Quality's* crew spotted him some 12 hours later. The U.S. Ship Management Co. vessel maneuvered alongside the wreckage of the sailboat at about 6 p.m. and picked up the sailor. "At that time, we were located at a position 45 degrees 43.6 minutes north latitude and 0.38 degrees 29.3 minutes west longitude," recalled the chief cook. "He was cold and a bit shaken, but for the most part was in good shape and good spirits."

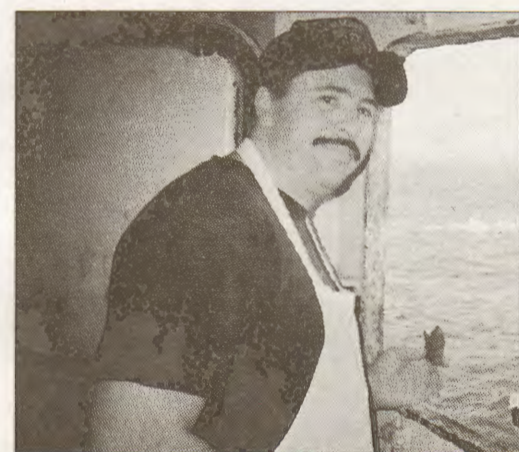
Quality crew members helped the Frenchman aboard and did what they could to make him comfortable. A tanker arrived on the scene a little later and salvaged his vessel.

With Roucayrol aboard and his vessel secured, the *Quality* resumed its course to Boston. Along the way, several of the Frenchman's race competitors were observed in full sail heading for Newport. Roucayrol filled in Milovich and the remainder of the crew on the details of the competition as well as his brush with death.

The *Quality* docked in Boston three days later on the morning of June 16. Once in Boston, Roucayrol departed for Logan Airport where he boarded a flight to New York. There he was reunited with his wife for their return trip to France.



LaLou Roucayrol (on ladder) makes his way to safety aboard the *Sea-Land Quality*.



Watching the rescue operations is Chief Cook Tom Milovich, who provided the photos on this page.



Wiper Carlos Bonefonte takes a look at the \$2 million racing boat just prior to it being salvaged by the crew of a nearby tanker.

Lessons Learned at Sea

Still Serve CWA President

Bahr Began Union Career as WWII Mariner

On his first ship as a radio operator sailing the North Atlantic in 1944, Morton Bahr learned an invaluable lesson that he still takes with him today as the president of the 630,000-member Communications Workers of America (CWA).

Bahr, a member of Local 2 of the American Communications Association (ACA), was invited to a meeting in the chief mate's fo'c's'le with other officers aboard the Liberty Ship *Thorstein Veblen*. The group was talking about negotiations between the unions (Bahr's ACA, MEBA and MM&P) and the War Shipping Administration.

Unknown to the group, the ship's captain was standing outside, listening to the discussion. The captain kicked in the door and announced, "There will be no union talk aboard my vessel."

At that moment, Bahr said he learned the value of having union protection on the job. He also learned that there are those individuals and companies who are not interested in allowing workers to organize or to have a say as to how things work.

That episode, which occurred shortly after he turned 18, has stayed with him for more than half a century. He remembers that hatred toward unions every time he prepares for an organizing effort or contract negotiation.

Bahr sailed for two-and-a-half years before coming ashore in late 1946 to work as a radio operator, which led to his involvement with the CWA. He recently recalled his experiences at sea for a reporter from the *Seafarers LOG*.

Born in Brooklyn, Bahr had never been aboard any vessel larger than the Staten Island Ferry prior to signing on to the *Veblen*. He had completed one year of college, but realized he was near draft age. He heard about the U.S. Coast Guard's radio officers school on the lower east side of Manhattan and enrolled.

Bahr learned how to type and to take Morse code. He earned his FCC license and immediately registered at the ACA union hall—and then was sent to the ship without any nautical training.

"My first voyage was one of ignorance," Bahr stated.

After meeting the chief mate, who showed Bahr where his quarters were, he realized he knew very little about the

ship. He reported on a Saturday, but was told he was not needed until Monday.

"I figured out where the gangway was by holding the rail and found dockside."

Being new as a radio officer, the union assured him that another radio officer would be aboard to show him the ropes. There was another operator, but he had not sailed since before World War II.

"This was Mackay Radio equipment. Fortunately, the instruction books were extraordinary," Bahr remembered.

The *Veblen* left New York just after D-Day as part of a 68-ship convoy. The vessel was loaded with high octane aviation fuel and jeeps.

Bahr had a fo'c's'le to himself. He was unaware of how others handled life aboard ship, so when he sacked out, he put on his pajamas and slept soundly.

After about 30 days at sea, "I grew up very quickly."

General alarm sounded. The convoy was being attacked. When Bahr reported to the deck with a life jacket over his pajamas, he learned the rest of the crew slept with their clothes on.

The *Veblen* was sent with others in the convoy to North Africa to assist in the invasion of southern France. During the month there, the captain would not allow mail to be picked up. The vessels left for Toulon where the French had scuttled the port and its fleet when the war started. Bahr said his vessel tied up to two lamp posts and offloaded the jeeps.

The ships then sailed for Marseilles where the captain went ashore. Officials ordered the *Veblen* to sail with five other ships to another port 25 miles away. Without the captain aboard, the crew would not sail. So the *Veblen* stayed in port, while the five set sail and ended up being sunk.

The return trip to the States also was eventful. A load of boxcars for North Africa carried the wrong gauge wheels, so they were loaded into a hold on the Liberty ship. High seas caused the wheels to shift from side to side. The crew feared they would puncture the vessel and cause it to sink.

"No one volunteered to go into the hold. But we threw mattresses, pillows, wood, whatever we had when the load shifted to pack it."

The *Veblen* made it home safely in

November 1944.

"After that first trip, everything else was downhill," Bahr noted.

He sailed aboard two other vessels, taking two trips aboard each. He learned that the captain and conditions on the *Veblen* were not typical of the U.S. merchant fleet.

Bahr's second trip again took him across the Atlantic, but instead of staying in the Mediterranean, the vessel sailed to India to deliver—as the crew discovered later—Post Toastees and cosmetics to the British citizens of that colony.

Bahr noticed no other vessels from the convoy were headed in the same direction as his ship, the *George Chafee*, when they departed Gibraltar. Few were aware of the real cargo within the holds because airplanes covered the deck. The ship was ordered to stay close to the North African shore as it made its way to the Suez Canal.

Off the coast of Libya, the captain called for Bahr when a vessel in the distance started signaling. It was nighttime and the vessel was using lights.

"It was ordering us to stop. Do not drop anchor. We are by ourselves in waters with enemy subs and we're being told to stop."

The vessel was a British patrol boat and we had strayed into a minefield. We stayed overnight and the boat led us out in daylight."

While sailing through the Suez, Bahr experienced something he thought only occurred in Biblical times—a locust attack.

"It looked like a thunderstorm. We closed all the portholes and they started hitting the ship."

While he took precautions within his fo'c's'le, Bahr forgot about the porthole and intake fan in the radio shack. "That was some mess."

The *Chafee's* stay in India stunned Bahr with another lesson he never forgot.

For the return trip, the vessel would take on manganese, needed for producing steel. He saw railroad cars loaded with the powder on the dock beside the ship and two 4-x-8 boards leading from the cars to the vessel.

"Six women were in the cars, loading the manganese into the top of garbage can covers. They placed the covers on their heads and walked across the boards to dump them in the holds. They did this for 12 hours for 35 days.

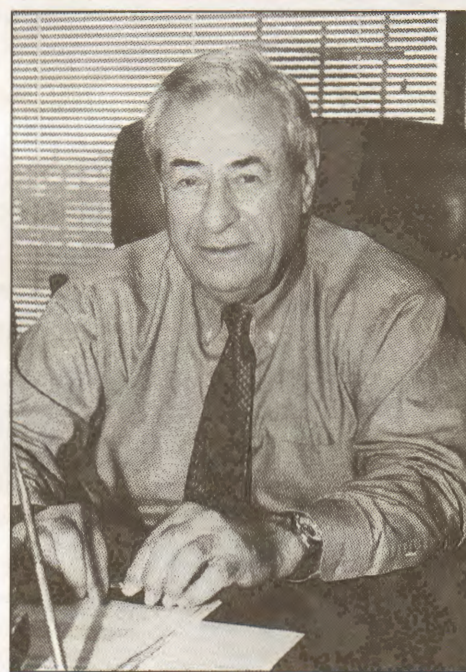
"I couldn't believe it. I still remember my outrage at how they mistreated and degraded women."

V-E Day took place as the *Chafee* was coming home. "We tied up beside a British hospital ship and celebrated."

The vessel was in the last convoy to sail through the Mediterranean to Gibraltar. He recalled seeing all the German U-boats sailing in to surrender and thinking all of them had been in the Mediterranean looking for vessels like his.

Before joining the merchant marine, Bahr met Florence Slobodow and visited with her whenever he came home.

After the war in Europe ended, Bahr signed on the *Abraham Clark*, which loaded 2,000 tons of phosphate in Boca Grande, Fla., then sailed to Galveston, Texas to take on food for Europe. However, the ship was overloaded and scraped bottom, causing a leak. When the phosphate got wet, it formed a sealant that



CWA President Morton Bahr reflects on his years at sea.

forced the ship to limp back to New York for repairs.

While home, Bahr eloped with Florence. The pair has been together ever since.

Bahr made two runs on the *Clark*. During the second voyage, he received word that his son was born. He got home six weeks later to meet the newest addition to the family.

Bahr only knew the sea for a livelihood and told his wife he was going to make one more trip. She had other ideas: "Go ahead. But the baby and I won't be here when you return."

She had a stack of ads for land-based radio operators, so he applied and landed a job with Mackay in March 1947.

Bahr joined ACA Local 10 and started to work shoreside, until a strike in January 1948. This was the first major strike in the country after the Republican Congress had passed the Taft-Hartley Act, which banned closed shops. The strike lasted three months during which time the union was decertified.

Bahr returned to work without a contract and "found out what it is like to be in a big company without a union." The company dictated when and how people would do their jobs.

The ACA tried to return to Mackay, but was not successful. Bahr met an organizer for the CWA in December 1950 and started working to bring the CWA into the company. Despite tremendous company opposition, the CWA won the organizing fight in April 1954.

Bahr became the first president of his local. Three years later, he joined the union's international staff as the lead organizer in the campaign to bring 24,000 workers at New York Telephone into the CWA. After holding several other union positions, he was elected CWA District 1 vice president in 1969.

He became the third president in CWA history in 1985. He followed through on his college education and received his bachelor's degree from Empire State College in 1983. Today, he also serves with SIU President Michael Sacco as a vice president on the AFL-CIO executive council.

Bahr has one more sea story he likes to tell.

In 1974, while attending a New York state union convention, he was in a room with Paul Hall, then the president of the SIU. They were waiting to meet with the state's governor when they started talking about their backgrounds.

It was then that Hall discovered Bahr's maritime roots. "I knew there was a reason I liked you," Hall told Bahr. Years after Hall's death, Bahr received the New York Port Council's Paul Hall Award. He is extremely proud of the recognition, which hangs in his private office.



Morton Bahr is pictured in uniform, shortly after marrying Florence Slobodow in 1945.

Hail to the Chef . . .

Culinary Lab Named In Honor of Lupinacci

Since 1980, Chef Romeo Lupinacci has dedicated himself to the instruction and professional development of steward department upgraders at the Paul Hall Center for Maritime Training and Education.

Last month, the school said "thank you" by dedicating its galley training building as the Romeo Lupinacci Culinary Lab. Among those attending the July 10 ceremony were Lupinacci's family, SIU members and officials, Paul Hall Center staff members and 20 or so members of the Three Rivers Chapter of the American Merchant Marine Veterans (AMMV), to which Lupinacci belongs.

"I'm thrilled. I can't put it into words, but it's a real honor," said Lupinacci, who retired last year but still works for the school as a consultant.

SIU President Michael Sacco credited Lupinacci for "the way he puts his heart and soul into this school. When someone loves their work, it's easy to spot. It comes across in everything they do. That's exactly the case with Romeo.

"From the beginning, his love for the school and union has been evident. It shows in his passion for detail, his commitment to training and his pride in the students and the campus."

Paul Hall Center Vice President Don Nolan, who helped interview Lupinacci 20 years ago, said the Sewickely, Pa. native "has been a real blessing for this school. His knowledge and experience have benefited everyone who's ever met him, especially the students."

SIU Plans Administrator Lou Delma pointed out that Lupinacci's tutoring has had a positive impact throughout the union. "It is a fact that morale aboard ship is greatly influenced by the steward department—how it prepares and presents nutritionally balanced yet varied meals and how it adheres to strict sanitation regulations," Delma stated. "It is to Romeo's credit that many of today's Seafarers reap the benefits of his instruction."

Lupinacci sailed in the merchant marine (engine department) during World War II, although he

almost didn't survive his inaugural voyage. In May 1943, his first ship was torpedoed off the North Carolina coast. Lupinacci later received an award for rescuing several shipmates from the wreckage; they spent nearly four days in a life raft before a destroyer's escort picked them up.

He primarily sailed on troop ships, and made the invasions at France and Sicily.

After developing a distinguished post-war culinary career, he arrived at Piney Point specifically to help prepare for the initial crewing of the passenger ship *SS Independence*. He quickly discovered it was a good fit, and has remained there.

A certified executive chef, Lupinacci is a member of many associations, among them the Academy of Chefs and the Golden Toque. He was one of the first 13 chefs in the world to be certified as an executive chef with distinction by the American Culinary Federation. He also has won numerous other awards throughout his career.



Romeo Lupinacci (left) and SIU President Michael Sacco stand in front of the new sign designating the Paul Hall Center's primary galley instruction facility as the Romeo Lupinacci Culinary Lab.

Comparing today's mariners with those of prior eras, Lupinacci said, "The people today are more educated—more into computers, nutrition, counting calories. They realize what type of diet the seamen need to keep them going and prolong their lives.

"I also think the school has improved a lot over the years," he continued. "It's a more dignified educational institute. When the recertified stewards come back here, everyone can see they're

great, great chefs. It does my heart good."

What made him stay at Piney Point for 20 years? "It goes back to a feeling I had when I first came here," he recalled. "It really wasn't the money, but the people impressed me. They were down-to-earth. I was a seaman and I related to them.

"I love it down here. The challenge was to teach young people who are very grateful for the education. It's fun doing that."

Welcoming the Newest 'Queen'

SIU VP West Coast Nick Marrone (right photo, at left) and American Classic Voyages Co. President and CEO Roderick McLeod applauded the recent christening (below) of the newest Seafarers-crewed passenger boat, the *Columbia Queen*. Launched in June, the vessel is 218 feet long and can carry 161 guests. It offers cruises in the Pacific Northwest.



Leo Bebout (background), president of the Three Rivers Chapter of the American Merchant Marine Veterans, and chapter member Ed Trapp present a lifetime achievement award to Romeo Lupinacci, who also belongs to the chapter.

Procedure for SIU Absentee Ballots

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

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

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

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

1. Make the request in writing to the SIU office of the secretary-treasurer, 5201 Auth Way, Camp Springs, MD 20746.
2. Include in the request the correct address where the absentee ballot should be mailed.
3. Send the request for an absentee ballot by registered or certified mail.
4. The registered or certified mail envelope must be postmarked no later than midnight, Nov. 15,

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

5. The secretary-treasurer, after confirming eligibility, will send by registered mail, return receipt requested, to the address designated in the request, a ballot, together with an envelope marked "Ballot" and a mailing envelope no later than Nov. 30, 2000.
6. Upon receiving the ballot and envelope, vote by marking the ballot. After voting the ballot, place the ballot in the envelope marked "Ballot." Do not write on the "Ballot" envelope.
7. Place the envelope marked "Ballot" in the mailing envelope which is imprinted with the mailing address of the bank depository where all ballots are sent.
8. Sign the mailing envelope on the first line of the upper left-hand corner. Print name and book number on the second line. The mailing envelope is self-addressed and stamped.
9. The mailing envelope must be postmarked no later than midnight Dec. 31, 2000 and received by the bank depository no later than Jan. 5, 2001.

Experience Gained on CSX Hawaii



Roslyn Nikita Brooks recently completed a tour as chief cook aboard the *Hawaii* (CSX). "This has been a learning experience for me," wrote Brooks in a brief note accompanying these photos. "The knowledge that I have gained here has been overwhelming, and I am grateful to have such good stewards to assist me in advancing my cooking and communications skills." She also thanked the union officials in Norfolk, Va. for "always giving me encouragement." Some of Brooks' fellow shipmates in the galley include (above left) Relief Steward Michael Baker, Chief Cook Roslyn Nikita Brooks and SA Natalie Norrie. Also aboard the *Hawaii* (above right) are Chief Steward Edward Herrera, Unlicensed Apprentice Brad Lowry and Brooks.

Simulator Complex Almost Ready

Liquid Cargo Training Featured in New Facility

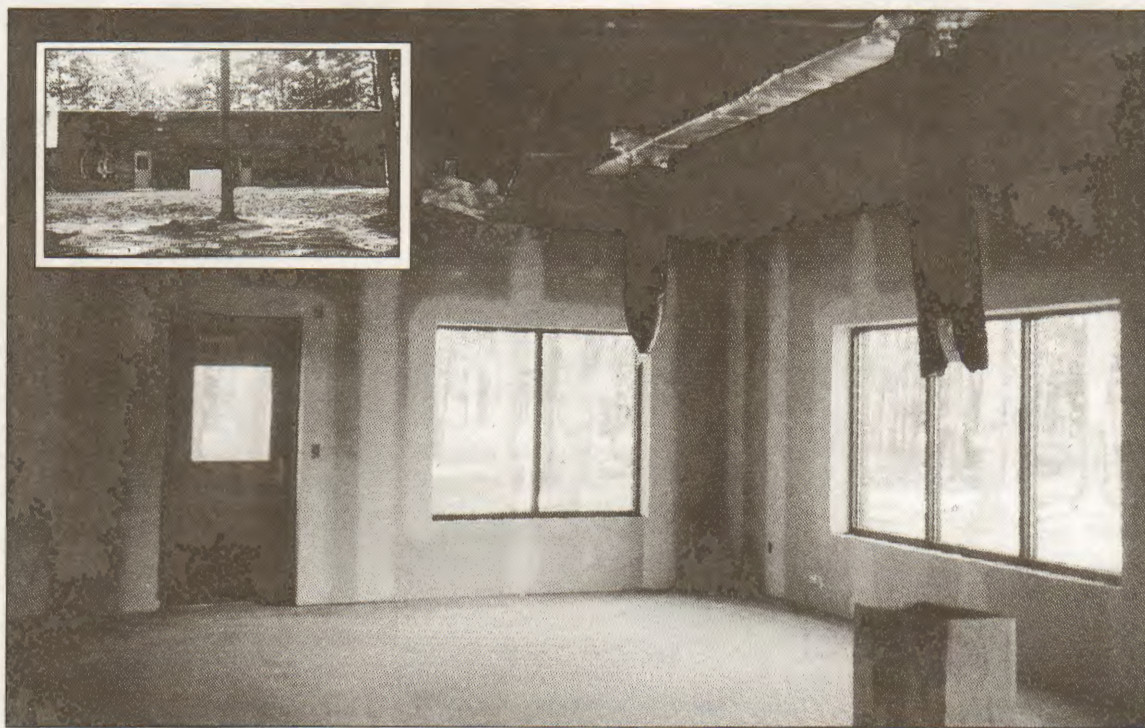
The cutting-edge simulator complex at the Paul Hall Center for Maritime Training and Education in Piney Point Md. is only about one month from completion. When finished in mid-September, the complex will house arguably the finest teaching equipment of its kind and provide maximum training flexibility for Seafarers in a PC-based simulation environment.

"All is on track for us to meet our target date for the facility's grand opening and dedication," said J.C. Wiegman, the center's assistant director of vocational education. Besides his normal duties, Wiegman in recent months has been the center's watchdog over the entire simulator venture. He has stayed in close contact with school and union officials, attended frequent meetings, and persistently monitored the project's evolution.

"It's been quite an adventure," reflected Wiegman. "Collectively, we have experienced some bumps and bruises along the way, but I'm confident that the final results will be well worth the energies and resources we have expended."

In addition to simulators for training in shiphandling, engine room operations and the Global Marine Distress Sequencing System, the pristine complex also will accommodate an apparatus for training in liquid cargo handling. This equipment, christened the Liquid Cargo Handling Simulator (LCHS), will be used for the training and assessment of Seafarers responsible for handling liquid cargoes (crude oil as well as LPG gas) aboard ships.

The LCHS conforms to all amended STCW, MARPOL, IMO and ICS requirements as well as to other international conventions and regulations, according to Jim Shaffer, an instructor at center. Pursuant to these direc-



The simulator building (exterior view in inset) is still under construction but is slated to open next month. It will be equipped with the world's finest simulators and will host a broad range of classes.

tives, Shaffer explained, the LCHS is realized as modular software for personal computers that is integrated into a network server.

"Training on this equipment is a requirement for anyone who is going to be a tankerman person in charge (PIC) or a tankerman PIC aboard a barge," Shaffer added.

The simulator's nucleus or brain is a mathematical model that imitates the activities of machinery and ship systems in real time. This model has the capability of distinguishing control actions as well as changes in environmental conditions.

What's more, explained Shaffer, it can react to these changes while allowing for the physical characteristics of the elements found in ship systems and machinery.

All processes are reproduced

and correlated as they actually happen. Output parameters from the model are displayed by a monitoring system. These parameters are checked for abnormal conditions that are indicated by alarms and a logging system.

The LCHS features multiple workstations—two for instructors and 10 for students. The instructor workstations will be used for creating exercises, realizing studies and analyzing training outcomes.

Trainee workstations will expose students to replications of a cargo control room and auxiliary operations. These replications will include remote control of machinery, monitoring of parameters and current conditions of tanks, alarms and load calculators. All student training activity is conducted under instructor supervision, individually or in a

group.

All modern tankers are computer-operated, according to Shaffer. "By that I mean they have computer-operated loading and discharging systems that control the handling of all cargo. So what we are doing through simulators is providing our [students] with the expertise they need to be successful in their futures. That expertise must necessarily include the ability to cope and perform in an environment saturated with 21st century technology.

"To be in charge of a loading operation, you must have actual time at a console, you must actually on-load and off-load products," he continued. "With the simulator, our trainees learn to do that without putting any oil in the water. It's the closest thing to being there without actually being there."

The LCHS Up Close

Primary Features

- Layout of the tanks, pipelines, valves and cargo handling control machinery
- Cargo handling control arrangement
- Cargo monitoring system
- Alarms and logging system
- Cargo handling facilities in normal and emergency modes

Processes Simulated

- Hydraulics of fluid flows
- Heat exchange
- Hardening and evaporation of cargo

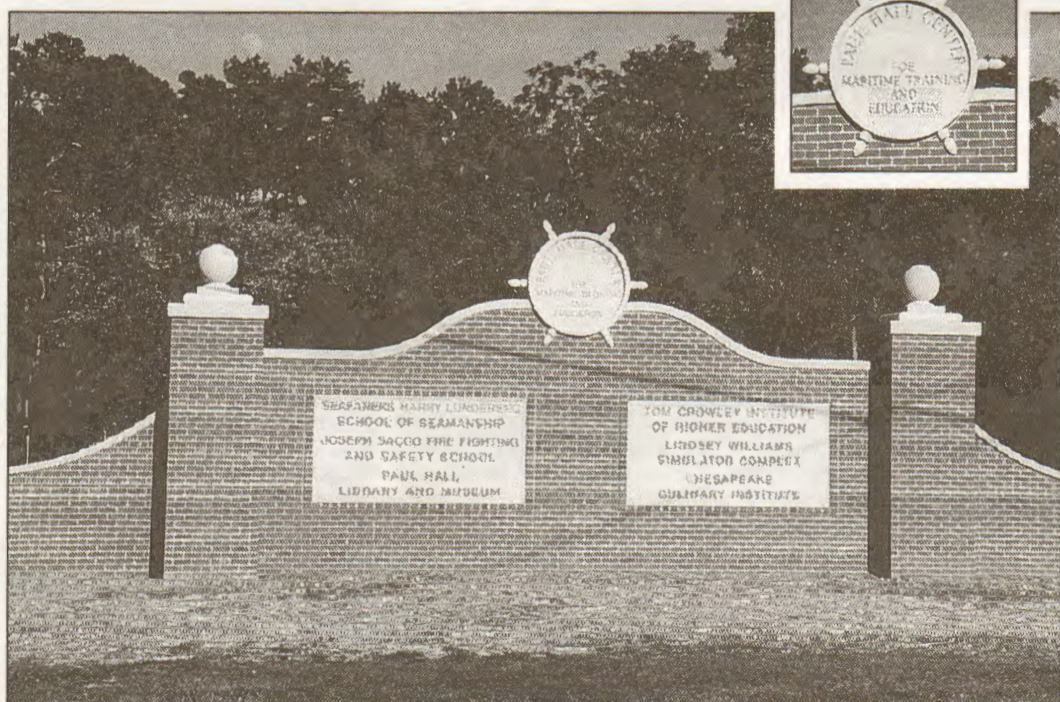
Parameters Monitored

- Tank contents (cargo type, tank levels, volumes, temperature, density)
- Gas atmosphere (pressure, temperature, oxygen and hydrocarbon content)
- Operational condition of machinery (pumps, fans, valves, heat exchangers, etc.)
- Processes status of the fluid transfer (pressure, flow, temperature)

Load Calculator

- The load calculator module monitors the following parameters at any instant:
- Trim—drafts fore, aft, midships; minimum freeboard; air draft, propeller immersion
- Stability—GM corrected with free surface effect; GZ curves; areas with GZ curves 0-30, 0-40, 30-40, etc; weather criteria; other stability criteria set by the IMO A. 167 resolution.
- Longitudinal strength—shearing forces, bending and torsional moments, and hull deflection at specified readout points.

Rock-Solid Makeover at School



A new sign constructed of brick and stone (see detail in inset) now signals the location of the Paul Hall Center for Maritime Training and Education, based in Piney Point, Md. The marker bears the names of several of the center's key components, including the Joseph Sacco Fire Fighting and Safety School. The center's front gate, around the corner from the aforementioned sign, also recently underwent refurbishment.

ATTENTION ALL SEAFARERS

Check Your Z-Card; Your Job May Be at Stake

According to a law that took effect in 1995, the U.S. Coast Guard requires all merchant mariners to renew their merchant mariner's documents (z-cards) in order to continue sailing. As of December 1999, all mariners must have renewed their z-card in order to continue sailing aboard U.S.-flag vessels. That means that as of January 1, 2000, all active z-cards should have been issued no earlier than January 1, 1995.

You may renew your z-card beginning one year before its expiration date. No merchant mariner is allowed to ship with an expired document. (Mariners may renew their z-cards up to one year after the expiration date. However, mariners lose their endorsements

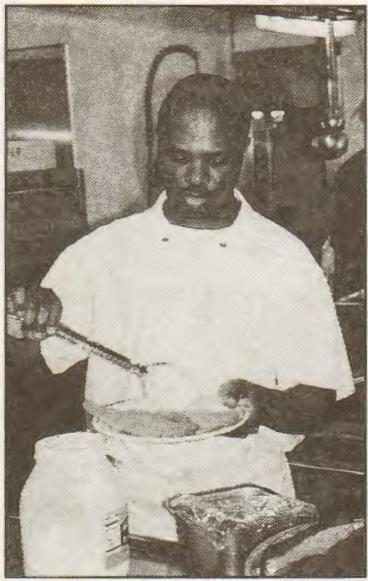
if they renew beyond that one-year extension.)

The expiration date is five years to the day after the card was issued. Z-cards list the expiration date in two different locations:

- (1) near the mariner's photo on the front and
- (2) near the mariner's fingerprint on the back.

For those z-cards without an expiration date, the date of issuance is located on the back of the document beside the fingerprint. However, any z-cards that do not have an expiration date printed on them will be considered void as of January 1, 2000.

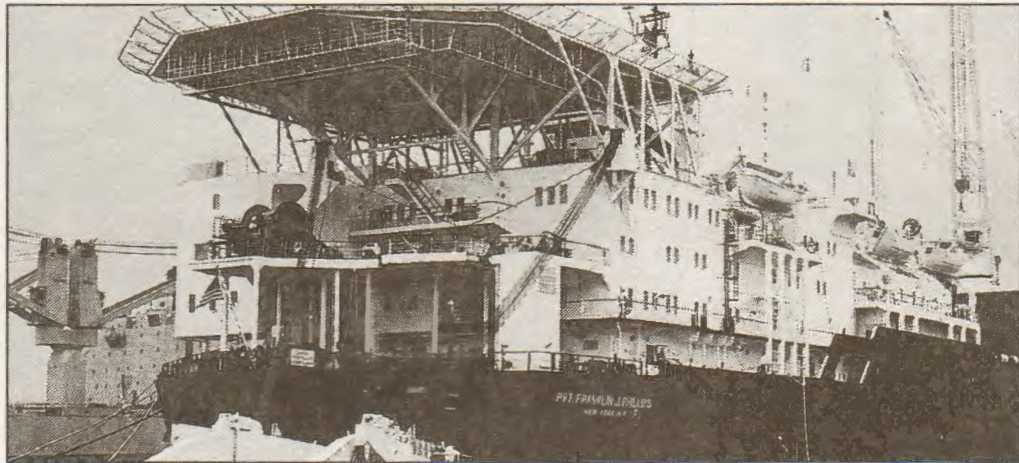
If you have any questions concerning the status of your z-card, contact your port agent or patrolman.



ACU Raymond Alexander prepares a meal in the galley of the Pvt. Franklin J. Phillips while the vessel is tied up in Jacksonville. In addition to the crew, 103 Navy personnel were served during cargo operations aboard the ship.

'Tanks to Tents, Band-Aids to Bullets'

Seafarers-Crewed Phillips Delivers In Marine Corps Cargo Exercise



The Pvt. Franklin J. Phillips ties up at the Blount Island Marine Corps Terminal for scheduled MPS cargo backload operations.



Chief Steward James Kidd carves roast beef for the evening meal.

The SIU-crewed prepositioning ship Pvt. Franklin J. Phillips docked at the Blount Island Marine Corps Terminal in Jacksonville, Fla., June 16 for its scheduled MPS cargo backload operations. The vessel remained in port through June 28.

Basically a freight offloading maneuver, MPS cargo backloads normally take place every two years. During such operations, a vessel's entire shipment is offloaded. It is then repositioned, stored or parked (vehicles) in appropriate land-based facilities.

In the case of the Phillips, this cargo consisted of enough equipment and supplies to sustain personnel who compose one-fifth of a U.S. Marine Corps expeditionary brigade, according to Bryan Powell, an SIU patrolman in Jacksonville. "The Phillips' cargo consists of everything from tanks to tents and band-aids to bullets," Powell said, "If you need

anything in the way of supplies for the U.S. Marines, the Phillips has it."

Crane operations came to the forefront during the operations, as many items in the ship's payload had to be hoisted from one position to another. Taking advantage of this opportunity for training, 103 U.S. Navy personnel boarded the vessel when it docked. Under the watchful eyes of the Marines who actually did the offload, they took part in the operations.

The training lasted for about 10 days, according to Powell. "They went almost around the clock for about a week. They usually broke from 2 a.m. to 6 a.m. each day, but then resumed their training."

SIU steward department crew members figured prominently during the operation. They had to support the additional Navy personnel. To accommodate the increased popu-



All cranes aboard the Pvt. Franklin J. Phillips were rigged with adjustable spreaders in preparation for cargo operations in Jacksonville.

lation, the SIU crew was enlarged from 12 to 15 people, Powell said.

Once the Phillips' cargo had been offloaded, the vessel made its way to the shipyard in Newport News, Va. for routine repairs. Altogether, it was out of the water for about two weeks.

After repairs had been effected, the vessel departed Jacksonville on June 28 en route to Durban. Its next destination was its homeport, Diego Garcia.



Bosun Ernest Lee (left) and AB Richard Lee work on the deck of the Pvt. Franklin J. Phillips while the vessel is tied up at the Blount Island Marine Corps Terminal in Jacksonville.



GUDE Jason Powell (right) helps the second assistant engineer with maintenance in the ship's cooling room.



AB Ken Cooper plugs in extra deck lights under the vessel's lashing rods.

Great Lakes Crews Greet New VP



Ready to meet aboard the Hannah D. Hannah in South Chicago are (from left) SIU VP Lakes and Inland Waters Tom Orzechowski, Deckhand James Bening, Port Agent Don Thornton, Safety Director Todd Brdak and Captain Bill Mielicki.

Several SIU tugboat crews met recently with the union's new vice president Great Lakes and Inland Waters District, Tom Orzechowski.

Last month and in June, Orzechowski along with Algonac, Mich. Port Agent Don Thornton and Safety Director Todd Brdak conducted shipboard meetings with Seafarers employed by Bigane Vessel Fueling, Great Lakes Towing and Hannah Marine. The sessions took place in the Chicago area.

Meetings with SIU crews on vessels operated by American Steamship, Kinsman, Southdown and others tentatively are planned for this month and September.

The inland crews welcomed Orzechowski and discussed issues including the Jones Act and the Seafarers Political Activity Donation (SPAD).

Meanwhile, cargo movement on the Lakes—much of it transported by SIU vessels—has been augmented by increased water levels, though it still remains behind last year's pace.



Four ABs who sail with Great Lakes Towing greeted SIU VP Tom Orzechowski during a recent conference in South Chicago. Pictured from left to right are Stathis Kourtis, Tim Barnaby, Juan Sanchez, Orzechowski and Grant Hult.



Hannah Marine Deckhands Steve Nemeth (right) and James Bening (center) welcome SIU VP Tom Orzechowski to their boat.

AB Juan Sanchez (far left) of Great Lakes Towing discusses an issue with SIU VP Tom Orzechowski (directly across table) and Safety Director Todd Brdak (center). Listening in is SIU Headquarters Representative Leo Bonser (standing).





Baltimore Hall

Wiper M
newest

Members Welcome Move to New Facility

Baltimore-area SIU members last month enthusiastically endorsed the opening of the union's newest hall—a completely refurbished facility that opened July 1.

Located at 2315 Essex Street, the Baltimore building is the second new SIU hall to open this year and the sixth since 1994 (see box). The finishing touches still were being applied as this issue of the *Seafarers LOG* went to press—including installation of the shipping board and an SIU sign adorning the exterior.

A ceremonial inauguration was planned for mid-August, but the hall has been fully functional since it opened. Members' initial reactions have been overwhelmingly positive.

"I've seen more guys in this hall today than I saw at the old hall in the

last six months," observed QMED **Bob Oppel** on July 21. "People are hanging out more, socializing more.

"It's a clean building and it's easy to get to coming off (Interstates) 95 or 83," he added.

William "Smitty" Smith, who joined the SIU in 1960 and retired as a QMED in 1997, said the opening "is the best thing that's happened since we moved (to the previous hall on East Baltimore Street) in 1954. It's great for the membership."

Eight-year Seafarer **AB Steve Keville** pointed out that the Essex Street facility, located in Canton near Fells Point, is closer to the waterfront than the old hall. "It looks great and it's in a better neighborhood," he stated. "I feel better coming here and waiting for a job than I would at the old place."

AB Eddie King, a member since 1972, said he has "a lot of memories of the old hall, but I think this is a great move. It's convenient and clean, it's in a nice neighborhood and it feels like a new home."

Wiper Mike Wroten, a two-year SIU member who is very familiar with the area, described the new hall as "more modern-looking. This entire neighborhood has been fixed up a lot, and the SIU has added to that. It's smaller than the old hall, but it should work."

Electrician **Peter Stein**, who joined the union in 1990, agreed. "It's smaller, but the other place was kind of a bummer. This is an improvement," he said.

AB Terrence Carmody echoed the sentiments of his fellow members. A

Seafarer since 1992, he said the new location "is safer. This is a lot nicer building to come to, and I don't mind hanging around."

The hall includes a lounge area with cable television; a member-accessible microwave oven, refrigerator and sink; a large counter area; separate rest-rooms; two first-floor offices plus a computer room; a loft office and conference room; and storage space.

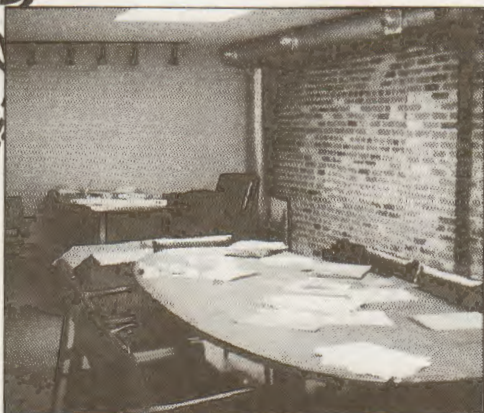
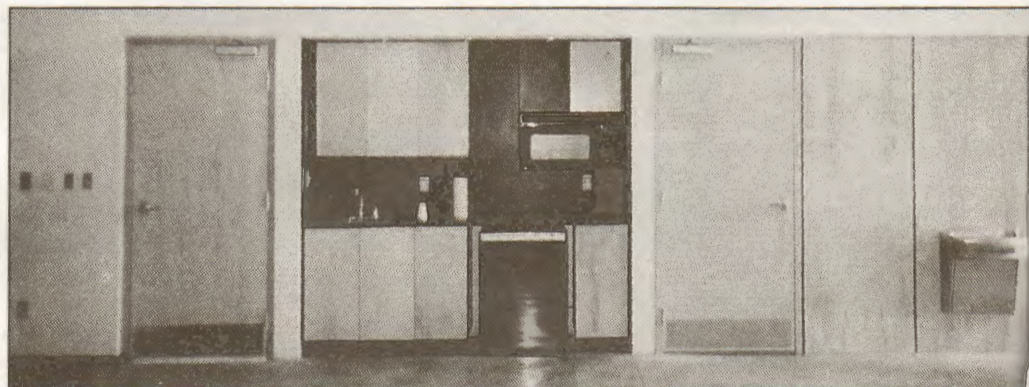
The mostly brick and marble decor blends with the neighborhood, while the hall's air vents and some of the light fixtures are patterned after those found aboard ship.

This is the third location for the SIU in Baltimore. From 1939 to 1954, the Baltimore hall was located on North Gay Street. The hall on East Baltimore Street opened in November 1954.



The hall's vents and some light fixtures are patterned after those found aboard ship.

Readily accessible to members at the hall are a microwave oven, sink and refrigerator.



A conference table is housed in the loft office at the rear of the hall.



The union hall's brick and marble decoration is consistent with other build revitalized Canton area.



A Hit With Seafarers



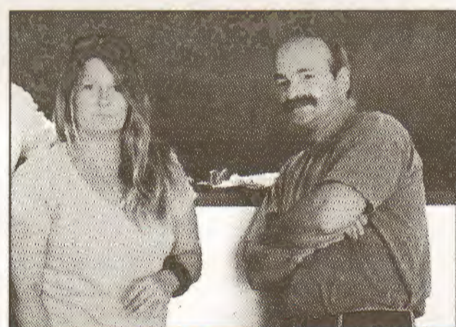
Mike Wroten drops by the SIU's hall.



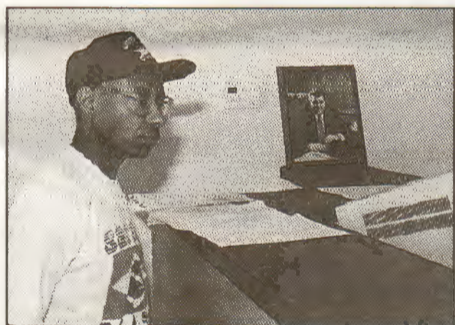
Since opening July 1, the hall has been bustling with membership activity.



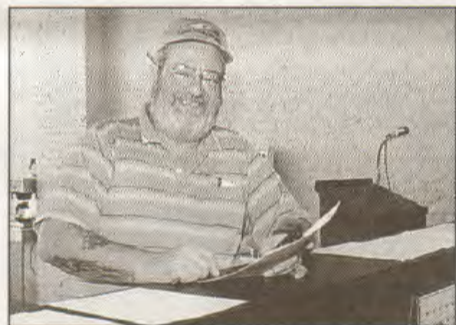
Port Agent Dennis Metz,
Retired QMED William Smith



OS Patricia Hausner,
AB Pete Woodward



AB Frederick Wood



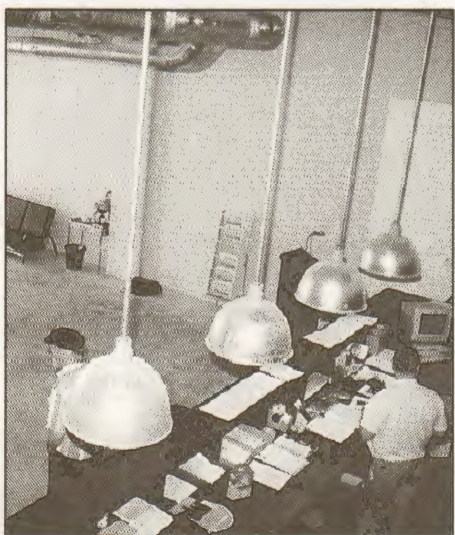
Electrician Peter Stein



QMED C.A. Long,
Retired Bosun R.J. LeRoy



AB Eddie King,
QMED Bob Oppel



Pictured above and at right are SIU members who visited the new Baltimore hall July 20.



AB Terrence Carmody



AB Steve Keville (right) is assisted by Lisa Clark and "Snake" Williams.

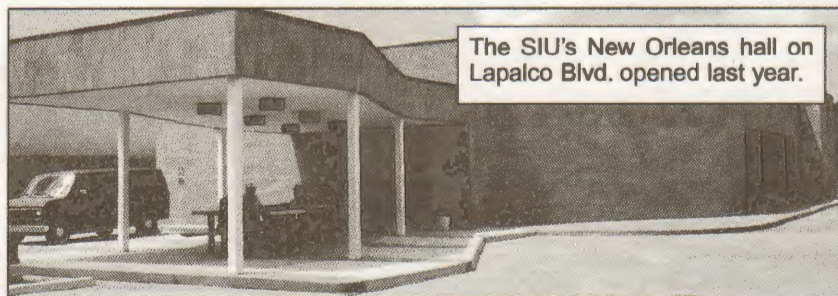
All the Right Moves

SIU Hall Activity During Past 6 Years

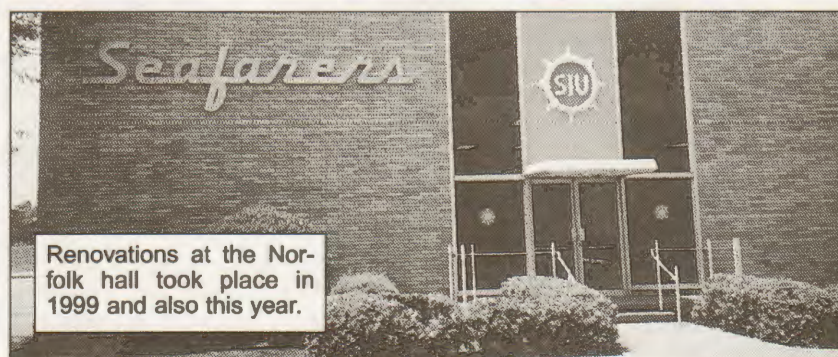
<u>Year</u>	<u>Event(s)</u>
2000	Baltimore hall relocates Guam hall opens Wilmington hall undergoes renovation Norfolk and Algonac halls refurbished
1999	New Orleans hall relocates
1997	Anchorage hall opens
1996	Seattle hall relocates to Tacoma
1994	Brooklyn hall relocates



Wilmington refurbishment is well under way, scheduled for completion later this year.



The SIU's New Orleans hall on Lapalco Blvd. opened last year.



Renovations at the Norfolk hall took place in 1999 and also this year.

A VOYAGE TO INDIA-1940

by J. Melford Smith



This is the conclusion to Pensioner and SIU charter member James Melford Smith's journal of his trip to India in 1940

as an ordinary seaman on board the SS Steel Age. The first segment, printed in the April 2000 edition of the Seafarers LOG, told of his voyage past the Rock of Gibraltar, through the Suez Canal and arriving in Jidda, Saudi Arabia. The second part, in last month's LOG, saw the ship sailing to the Persian Gulf and Bombay and ended in Ceylon.

Uptown are shops, a souvenir hunter's paradise. Ebony elephants (I bought two), semi-precious stones etc. I hired a rickshaw and went sight-seeing in the native village. A curving road beside the sea lined with palms, Ceylonese and Singhalese shopkeepers hawking their wares. The area was very odorous—about the same as any Far East slum district. My rickshaw boy, like a race horse, never stopped running. The sweat was pouring down his brown face, and acting in that capacity, he permitted himself all the gastronomic privileges of a horse, making it rather unpleasant at times. The inland countryside of Ceylon is very beautiful but, unfortunately, I didn't have enough time to make a trip inland. Returned to the ship about midnight and got called out at 0300 to batten down the hatches and get ready for sea. Underway at dawn for Rangoon, Burma. A British mine-sweeper with paravanes streamed preceded us out of the harbor, guiding our way through a mine field.

Today we are cruising through the Bay of Bengal. The sea is a very deep blue and there are white fluffy clouds floating lazily along the horizon. A beautiful spring day but what a contrast to yesterday! We had our first real rain since leaving the New England coast of America. The water came down in sheets and was as hot as the wind that was driving it. In the oppressive heat and humidity, I had a hard time keeping awake on my wheel watch last night. For the past three days, I have been reading the sea story, "Capt. Horatio Hornblower," by C. S. Forester, an interesting book about the British navy in 1810. The author knows his seamanship, and the story is full of action and human drama.

Tuesday, April 9—On arrival in Rangoon, it was pleasant cruising up the Irrawaddy River to our berth past the pagodas, the Mayo Marine Club and the Strand Hotel. There were many small boats in the river, their white sails flashing in the early morning sunlight. There were also many brightly colored rowboats of the Venetian style with their high bow and pronged stern; the boatman standing precariously on the stern pushing forward on the oars.

Although it was extremely hot and sticky, I went ashore at noon. Had a scotch and soda at the Marine Club, then went to Cliftons, went swimming, then got a rickshaw and went sightsee-

ing around the Chinese and native Burmese quarters. Met an English engineer and a couple Anglo-Indian girls with a bit of Chinese mixed in. Really exotic looking. Drank and danced 'til 2 a.m. at Cliftons and Maxims.



Waltzed and jitterbugged until I was silly. Had a swell time and a horrible hangover. Got underway for Calcutta at 0800.

Off Watch

I am writing from notes on "Dorian Gray." It expresses my sentiments almost exactly:

"Youth! Nothing else is worth having in the world. And I have it, completely and abundantly. Should I let it slip by in a commonplace quest for riches and respectability, then lament the price that has to be paid for these futile ideals? Let those who wish that sort of life have it. I want freedom. Freedom to do whatever strikes my fancy. Freedom to search the farthest corners of the earth for the beautiful, the joyous, the romantic.

"I must have the freedom of the sea, foreign ports, foreign smiles. I shall continue to follow the prow of a ship—any ship—and sail, Spain, China, India. I shall lie on a beach in the South Seas doing nothing but pleasant and romantic things all day and throw monkeys at the coconuts. I am yielding to temptation before increasing years and responsibilities rob me of the courage!"

Saturday, April 13—It took all day to come up the Hooghly River to the Kidderpore docks which is the terminus of this Far East run for Isthmian Line ships. The Bengal countryside was very picturesque as was the traffic on the river. Low rolling hills and sand dunes. Bengal villages nestled on the banks of the river among groves of trees. What appeared to be floating haystacks drifting with the current turned out to be native houses on floats.

Arriving at the dock, we secured the ship and went ashore to the Marine Club for some refreshing drinks as the climate here is hot and sticky.

Kidderpore is a suburb of Calcutta, which is a 15-minute ride on the tram. New sights and sounds. Dalhousie Square, The Esplanade, Chowringhe Road and the Grand Hotel (a first-class place with a fifth-rate floor show and orchestra). Not up to our western ideas of entertainment. A tea house on Watgunge Road with Japanese girls serving tea. Cute!

During the following week, I went ashore almost every night

and went swimming in the afternoon. There were dances at the Marine Club on Tuesday and Thursday evenings, but the girls—although exotic looking—most emphatically cannot dance. Felt a bit ill on Thursday—just a slight cold, so stayed aboard. Horrible climate—it takes the zip right out of one.

Saturday, April 20—Awoke with chills and fever. Capt. Jones called a doctor who sent me to the Presidency General Hospital in a gharrey (a horse-drawn carriage). On arrival, I was immediately put to bed and soon went to sleep. I woke up Saturday, April 27 for about 10 minutes. A shot in the arm put me back to sleep and I woke up on Wednesday, May 1. Learned from my nurse that I had been hanging on to life by a hair for a whole week. Rather a surprise. Very groggy for several days after waking up. I have lost 32 pounds. It was lobar pneumonia.

I expect to get out of the hospital tomorrow, May 18. One whole bloody month in this place. The food here is insufficient in quantity and inferior in quality, but the service is excellent. Very typical of India. Every morning, as soon as I awake, my servant boy brings me bread and butter with my tea. Being a "European," I find I am entitled to special privileges. I have a private room and two nurses besides my personal servant. One of my nurses is a beautiful Anglo-Indian girl; the other is a large woman about 40 who takes no guff from anyone. She is very tough. When she is not around, I call her "The Battle Ax," much to the merriment of the staff. Capt. Jones came up to see me and brought some supplies from the ship before they sailed—canned milk, fruit and cigarettes. A fine man to sail with.

I understand from the young British doctor who saved my life by drawing fluid out of my lungs with a large syringe that I was very fortunate. The first shipment of sulfanilamide had just arrived in India from the May & Baker Co. in London where it was first



developed last year. I could not have survived without it. (Other notes: The screeching of the Mynah birds on the hospital grounds was extremely irritating. When I was only half conscious, they put an Indian man on a stretcher in the hallway just outside my room. The poor guy moaned and screamed for hours before he died. I was kind of glad when he died—for both our sakes.)

I had expected to be in resi-

dence at the Marine Club until getting a ship, but Rockley Boothroyd, whom I met in the hospital, invited me to stay at his home in Cossipore. He is the manager of the jute factory here. I have my own personal servants (four of them for mere pennies a day). We usually go to the Grand Hotel on Chowringhe Road every afternoon for "tea time." Almost every night there is a dinner and dance. Britain is at war and the social life seems to be a bit hectic. Rockley is a real popular guy and some of it rubs off on me. Of course being an American with money in my pocket is fascinating to the girls who think all Americans are rich.

Notes on Calcutta

Dreams of sweet sandalwood, rich brocades and luxuriant gardens which one ordinarily associates with the "romance of the east" theme are quickly dissipated when one walks down a street in Calcutta. Instead, you are almost overcome by the stench of garbage, multitudes of unwashed Hindus, Moslems, etc. There are hundreds of sacred cows which wander about the streets, lie down in the middle of the shopping district and tie up traffic. Their droppings are everywhere. A rather interesting sight is an occasional bull-fight in Clive Row, the Wall Street of India. Moreover, no one will interfere with the animals, and all the might of the British Empire could not induce one of the Hindu policemen to touch them.

The poorest class of Hindus in India have no housing problems to worry about. They may or may not possess a straw mat. Wherever darkness finds them, they lie down on the sidewalk and promptly fall asleep. I marvel at their ability to sleep so soundly on hard concrete and withstand the kicking and scuffling of hundreds of pedestrians. Their life span is about 35 years, especially the rickshaw boys who run constantly.

One blazing hot afternoon, Boothroyd and I were returning to Cossipore in two rickshaws when his boy suddenly fell on his face, throwing Rockley out into the dirt road. Boothroyd got up swearing and dusting himself off, then lifted the boy's shoulder with the toe of his boot. "Blighter's dead" he said, then gave a whistle for another rickshaw, and we continued on our way. Due to the extreme heat, dead bodies in Calcutta are disposed of in the burning ghats along the Hooghly River within 12 hours. The river is a tributary of the Ganges and sacred to the Hindus.

One of the regulars at afternoon tea at the Grand was a delightful old gal whose husband was on duty up at the Khyber Pass in northern India. We were discussing the American efforts to aid Britain in their fight with Germany. I was amazed when she said, "Well, you're still just one of the colonies, ya know." Her favorite drink was gin and tonic. One afternoon she joined our table singing some little ditty about "two old maids and a bottle of gin." When I asked, "Where's the other old maid?" she said, with a wave of her hand, "Oh, she

fell down outside."

My time in Calcutta after leaving the hospital was very enjoyable. It was the beginning of the monsoon season and, though it rained a great part of the time, the weather was just as hot. I took the opportunity to further my acquaintance with the Carter girls, Gladys, Lulu, Joyce and Rita. Also with Diana, a dancing instructress at the club, and my very good friend, Miss Margaret Chenery, from the inland city of Simla who is at present a nurse at the P.G. Hospital and to my notion the most beautiful and thoughtful girl in India.

I am at present aboard the SS Steel Traveler on the way to Singapore. After my months in Calcutta, I left that city with regret, having made many friends there, among them a Danish lad named Eric Hendricksen, who is stranded there by the war, and a Czechoslovakian chap who was interned in a British concentration camp two days before I sailed. I also left with the memories of a month spent in the hospital and a pair of wrecked lungs. So—farewell to India.

The past week at sea has been spent reading and sleeping. I am a non-paying passenger so do no work. The weather has been very



hot. For the first three days the sea was choppy with frequent rain storms (the southeast monsoon), but due to the speed of the ship and the direction of the wind, these soon pass. Today we are in the Strait of Malacca. Small islands dot the horizon. The jungle-covered Malay Peninsula is to port and the island of Sumatra lies unseen under heavy clouds to starboard.

It is night time and the sea is a smooth unruffled blue with white clouds drifting slowly through the star filled sky. A thin scimitar of a moon sheds a pale gleam of light over this Eastern sea, giving a promise of fulfillment to this horizon-chaser's past dreams of the most romantic city of the Far East. On the morrow, my ship arrives in Singapore!

Singapore

In order to describe my stay here in the right perspective, I must start by saying that Singapore is a very large and consequently a very expensive city. Lying in the narrow part of the Strait of Malacca, surrounded by small green islands and low jungle-covered hills, Singapore is known as the Gibraltar of the East. It is well fortified and has been a British colony since 1826, guarding the only short route to China. The island is connected to the Malay peninsula by a causeway and bridge across the Johor Strait, which carries both road and rail traffic. The architecture is

Continued on page 20

Dispatchers' Report for Deep Sea

JUNE 16 — JULY 15, 2000

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
Algonac	2	1	3	1	1	3	0	1	1	0
Baltimore	3	4	0	3	3	0	1	7	6	2
Guam	1	0	1	0	0	0	0	1	0	1
Honolulu	8	10	5	10	7	4	0	16	10	4
Houston	26	12	7	17	9	6	10	49	19	9
Jacksonville	33	17	14	35	13	14	13	52	27	16
Mobile	13	3	3	11	2	4	3	16	7	7
New Orleans	17	11	12	14	14	9	5	30	9	7
New York	26	22	4	17	6	4	6	56	22	8
Norfolk	14	15	7	15	15	5	6	20	15	9
Philadelphia	2	1	2	6	2	1	2	3	3	2
Piney Point	3	0	0	1	1	1	1	4	1	1
Puerto Rico	4	4	2	4	5	3	4	19	4	2
San Francisco	19	9	2	14	10	3	11	45	10	1
Seattle	30	10	9	25	10	10	15	43	13	5
St. Louis	1	2	0	2	5	3	0	0	1	1
Wilmington	34	13	4	17	11	2	10	53	16	9
Totals	236	134	75	192	114	72	87	415	164	84
ENGINE DEPARTMENT										
Algonac	0	0	0	0	0	0	0	0	0	0
Baltimore	4	2	2	5	3	0	3	6	4	4
Guam	0	0	0	0	0	0	0	0	0	0
Honolulu	4	4	4	6	5	3	0	9	9	6
Houston	10	8	3	10	7	3	5	25	11	4
Jacksonville	21	10	3	9	6	2	5	39	17	8
Mobile	6	5	1	6	4	0	1	13	8	2
New Orleans	10	12	5	3	11	2	2	17	12	5
New York	6	5	5	8	2	1	0	24	8	7
Norfolk	3	8	5	7	7	3	2	7	15	7
Philadelphia	2	4	0	1	1	0	2	4	5	0
Piney Point	4	1	1	0	4	2	2	6	1	1
Puerto Rico	1	2	0	3	2	1	1	6	3	0
San Francisco	8	6	1	6	3	0	3	16	8	1
Seattle	15	8	5	13	5	6	15	20	10	7
St. Louis	2	2	2	5	0	2	0	1	3	3
Wilmington	7	13	3	7	5	4	5	14	16	6
Totals	103	90	40	89	65	29	46	207	130	61
STEWARD DEPARTMENT										
Algonac	0	3	1	0	0	0	0	0	3	1
Baltimore	5	0	0	2	0	0	0	5	1	1
Guam	0	0	0	0	0	0	0	0	0	0
Honolulu	10	3	17	7	5	17	3	19	4	13
Houston	12	1	1	7	0	0	1	18	3	1
Jacksonville	22	6	4	22	4	4	12	28	11	8
Mobile	7	2	2	3	3	1	1	8	3	1
New Orleans	8	7	0	7	1	0	2	13	11	0
New York	11	8	0	9	4	0	4	26	10	0
Norfolk	5	6	5	5	3	3	3	12	10	5
Philadelphia	2	0	0	1	0	0	0	2	0	0
Piney Point	5	4	0	1	6	0	0	7	2	0
Puerto Rico	0	0	0	2	0	1	2	3	0	0
San Francisco	20	5	0	16	5	0	8	38	10	1
Seattle	22	2	1	15	1	1	10	35	2	5
St. Louis	1	1	0	1	1	0	0	4	2	1
Wilmington	18	2	1	12	3	0	9	36	10	4
Totals	148	50	32	110	36	27	55	254	82	41
ENTRY DEPARTMENT										
Algonac	0	0	0	0	0	0	0	0	1	0
Baltimore	0	1	1	0	3	0	0	1	1	3
Guam	0	0	1	0	0	0	0	0	0	1
Honolulu	6	13	77	8	18	70	0	12	25	96
Houston	3	6	8	0	4	2	0	5	20	12
Jacksonville	4	15	11	6	13	7	0	4	25	20
Mobile	1	4	0	1	4	1	0	2	9	1
New Orleans	2	8	10	4	9	3	0	1	10	17
New York	6	25	21	3	17	9	0	11	44	38
Norfolk	0	12	10	0	9	8	0	0	17	15
Philadelphia	0	1	0	0	0	1	0	0	3	1
Piney Point	0	4	23	0	11	15	0	1	13	19
Puerto Rico	2	0	7	2	1	6	0	5	2	12
San Francisco	10	11	6	7	10	5	0	9	27	8
Seattle	7	7	13	8	14	4	0	11	25	27
St. Louis	0	3	2	0	3	0	0	0	3	3
Wilmington	3	8	10	4	7	4	0	7	11	21
Totals	44	118	200	43	123	135	0	69	236	294
Totals All Departments	531	392	347	434	338	263	188	945	612	480

*"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.

September & October 2000 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Tuesday: September 5*
	Monday: October 2
	<i>*change created by Labor Day holiday</i>
Algonac	Friday: September 8, October 6
Baltimore	Thursday: September 7, October 5
Duluth	Wednesday: September 13, October 11
Honolulu	Friday: September 15, October 13
Houston	Monday: September 11, October 9
Jacksonville	Thursday: September 7, October 5
Jersey City	Wednesday: September 20, October 18
Mobile	Wednesday: September 13, October 11
New Bedford	Tuesday: September 19, October 17
New Orleans	Tuesday: September 12, October 10
New York	Tuesday: September 5, October 3
Norfolk	Thursday: September 7, October 5
Philadelphia	Wednesday: September 6, October 4
San Francisco	Thursday: September 14, October 12
San Juan	Thursday: September 7, October 5
St. Louis	Friday: September 15, October 13
Tacoma	Friday: September 22, October 20
Wilmington	Monday: September 18, October 16

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

Personal

IN SEARCH OF A PHOTO

Raymond Keevins is looking for a photo of his Lifeboat Class #171 from 1975. Anyone who has a photo of Lifeboat Class #171 is asked to mail it to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746-4275. We will have copies made and return the photo to you.

Burial at Sea for QEE Risbeck



On Sunday, June 18, 2000, the officers and crew of the Westward Venture committed the remains of Electrician Richard W. Risbeck to the Pacific Ocean in the Gulf of Alaska (latitude 56 degrees 41.24 minutes north, longitude 143 degrees 10.41 minutes west). The TOTE vessel's bosun, James H. Lewis (far right in left photo above), said Risbeck, who died May 19 at age 60, was a good friend and well thought of by everyone with whom he sailed. He also enjoyed collecting model trains. "As your closest friend," Lewis said, "may you rest in peace." Captain Mark Daly (right in inset) conducted the burial service at 1520 hours, Alaska Daylight Time.

**Seafarers International Union
Directory**

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

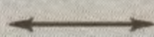
Jack Caffey
Vice President Atlantic Coast

Tom Orzechowski
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermett Mangram
Vice President Government Services



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Dispatchers' Report for Great Lakes

JUNE 16 — JULY 15, 2000

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	26	11	0	21	4	0	5	7
ENGINE DEPARTMENT									
Algonac	0	14	6	0	9	5	0	5	1
STEWARD DEPARTMENT									
Algonac	0	3	7	0	3	4	0	0	3
ENTRY DEPARTMENT									
Algonac	0	17	21	0	14	10	0	3	11
Totals All Depts	0	60	45	0	47	23	0	13	22

**"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

JUNE 16 — JULY 15, 2000

Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	2	0	5	0	0	1	2	0	15
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	1	1	2	8	0	5	10	1	15
Totals	3	1	7	8	0	6	12	1	30
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	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	1	0	0	0	0	0
Totals	0	0	0	1	0	0	0	0	0
STEWARD DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	0	0	0	0	0	3
Totals	0	0	0	0	0	0	0	0	3
Totals All Depts	3	1	7	9	0	6	12	1	33

**"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 **Gene LaChappelle** of Big Bay, Mich.

The picture was snapped in 1955 aboard the dredge *Chester Harding*, which was heading to Venezuela for a year to help with the dredging of a new channel into Lake Maracaibo.

Some of the crew members decided to shave their heads for the voyage. LaChappelle is at left (without hair) and in inset (with hair).

Brother LaChappelle, 72 this month, joined the SIU in 1945 in New Orleans. He sailed in the deck department, most recently in 1991 aboard the *Gopher State* during the Persian Gulf War.

If anyone has a vintage union-related photograph he or she would like to share with the LOG readership, it should be sent to the Seafarers LOG, 5201 Auth Way, Camp Spring MD 20746. Photographs will be returned, if so requested.





Two recertified stewards and one recertified bosun are among the 15 Seafarers announcing their retirements this month.

Recertified Stewards **Raffaele Ascione** and **Paul C. Stubblefield** and Recertified Bosun **Giovanni A. Vargas** graduated from the highest level of training available to members in the steward and deck department, respectively, at the Paul Hall Center in Piney Point, Md.

Including the three recertified graduates, 12 of the retirees sailed in the deep sea division and three navigated the inland waterways.

Six of the retirees were members of the steward department, three shipped in the engine department and six sailed in the deck department.

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

DEEP SEA



RAFFAELE ASCIONE, 58, joined the SIU in 1968 in the port of New York. A member of the steward department,

Brother Ascione first sailed aboard the Crest Overseas Shipping Company's *New York*. Born in Italy, he upgraded his skills on several occasions at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. Most recently, he completed steward recertification training there in 1995. Brother Ascione last sailed in 1998 aboard the *Overseas Marilyn*. He calls New Orleans home.

JUAN CANALES, 62, began his career with the SIU in 1976 in the port of San Juan, P.R. Brother



Canales sailed in the inland division during most of his career; however, his most recent years were spent in the deep sea division. He first worked aboard the *Eagle Traveler*, operated by Sea Transport Corporation. Born in Santurce, P.R., Brother Canales sailed as a member of the steward department. He was last on the *USNS Soderman*, a Bay Ship Management vessel, in 1998. Brother Canales currently resides in Rio Piedras, P.R.



CHIN HUA CHANG, 69, joined the SIU in 1987 in the port of Wilmington, Calif. Born in China, Brother Chang first sailed aboard the *Altair*, operated by Bay Tankers. A member of the steward department, he last worked in 1998 aboard the *Sea-*

Land Atlantic. Brother Chang currently resides in Keelung, Taiwan.

RAYMOND G. CONNOLLY, 65, hails from Ohio. Brother Connolly served in the U.S. Army from 1952 to 1954 and joined the SIU in 1966 in the port of Detroit. A member of the steward department, he last worked earlier this year aboard the *Overseas Vivian*. Brother Connolly currently resides in Highlands, Texas.



DOMINGO DeCOSTA, 64, began his career with the SIU in 1992 in the port of New York. A member of the steward



department, Brother DeCosta first sailed aboard the *SS Constitution*, operated by American Hawaii Cruises. He updated his skills at the Paul Hall Center in Piney Point, Md. DeCosta last worked in 1999 aboard the *USNS Gilliland*, a Bay Ship Management vessel. Brother DeCosta was born in the Philippines but now calls Elmhurst, N.Y., home.

JOSEPH DUNN, 65, hails from Brooklyn, N.Y. Brother Dunn served with the U.S. Army from 1952 to 1955. He joined the SIU in 1958 in the port of New York and first sailed aboard the *Steel Artisan*. A member of the deck department, Brother Dunn last sailed in 1994 aboard the *Sea-Land Defender*. He lives in Redmond, Wash.



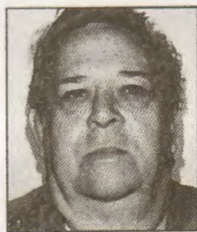
PEDRO FLORES, 71, joined the SIU in 1969 in the port of New York. Born in Puerto Rico, he first sailed aboard the *SS Antinous*, operated by Waterman Steamship Corp. He upgraded his deck department skills at the Seafarers Harry Lundeberg School of Seamanship in 1978. Brother Flores last shipped out in 1993 aboard the *Sea-Land Value*. He currently resides in Brooklyn, N.Y.



CLAUDE NEW, 70, began his career with the SIU in 1965, joining in the port of Norfolk, Va. The Virginia native served in the U.S. Army from 1948 to 1950. He first shipped aboard the *Sparrows Pt.*, operated by Curtis Bay Towing. A member of the deck depart-

ment, Brother New last sailed in 1997 aboard Interocean Uglund Management's *Agathonissos*. He resides in Toano, Va.

PAUL C. STUBBLEFIELD, 65, hails from Woodford County, Ky. A member of the U.S. Navy from 1952 to 1957, Brother Stubblefield joined the SIU in 1968 in the port of Norfolk, Va. He first sailed aboard the *Bradford Island*, operated by Steuart Tanker Co. A member of the steward department, Brother Stubblefield upgraded his skills several times at the Seafarers Harry Lundeberg School of Seamanship and, in 1984, completed the steward recertification program. He most recently sailed last year aboard the *Liberty Spirit*, a Liberty Maritime Corp. vessel. Jacksonville, Fla., is his home.



FREDERICK T. TIERNEY, 55, began his career with the SIU in 1968, joining in the port of New York. Born in New York, he sailed in the engine department. Brother Tierney's first ship was the *SS Manhattan*, operated by Hudson Waterways Corp. He last sailed in 1999 aboard the *Gopher State*. Brother Tierney resides in Brooklyn, N.Y.



Reprinted from past issues of the *Seafarers LOG*

1966

Earl Shepard, vice president in charge of the Atlantic Coast, has been assigned the responsibility of meeting SIU Atlantic and Gulf Coast manpower needs. The Vietnam War has put great pressure on the existing SIU manpower, but the SIU has always provided enough men to man the needed ships.

The SIU, through its extensive upgrading and training programs, is able to provide a pool of manpower to meet sudden crises, such as the Vietnam call-up. The breakout of vessels from the reserve fleet has meant that more jobs are available to SIU men and the union has effectively filled them.

1976

The SIU-manned 770-foot *St. Clair* (American Steamship Co.), which holds a record as the largest vessel ever side-launched on the Great Lakes, is now haul-



GIOVANNI A. VARGAS, 64, hails from Puerto Rico. Bosun Vargas joined the SIU in 1953 in the port of New York. Brother Vargas first sailed in the deck department aboard the *Ponce*. He upgraded his skills at the Paul Hall Center, completing the bosun recertification program in 1993. He last sailed in 1997 aboard the *Mayaguez*, operated by NPR, Inc. Brother Vargas resides in Bayshore, N.Y.



ROLFE D. WELCH, 70, joined the SIU in 1991 in the port of San Francisco. A native of Rome, Ga., Brother Welch

is a member of the engine department. He first sailed aboard the *Cape Mohican*, operated by OMI Corp. His last voyage took place earlier this year when he sailed aboard the *Sea-Land Enterprise*. Brother Welch lives in Bremerton, Wash.

INLAND

GEORGE H. CHAMPION, 65, joined the SIU in 1980 in the port of Houston. A member of the deck depart-



ment, Brother Champion spent his entire career navigating the inland waterways aboard G&H Towing-operated vessels. He last sailed earlier this year. Brother Champion, who was born in London, resides in Houston.



LOUIE B. PAYNE, 66, joined the SIU in 1980 in the port of Norfolk, Va. Born in Wanchese, N.C., Brother

Payne served in the U.S. Air Force from 1954 to 1974. He spent his entire SIU career aboard Allied Transportation-operated vessels. A member of the engine department, he last navigated the waterways earlier this year aboard the *Sea Eagle*. Brother Payne upgraded his skills at the Paul Hall Center in 1993. He still resides in North Carolina.

JAMES R. WILKINS, 62, hails from North Carolina. He joined the SIU in 1960 in the port of Norfolk, Va. A



captain, Brother Wilkins first worked aboard a Gulf Atlantic Transport Corp. (formerly Gulf Atlantic Towing Corp.) vessel. He last sailed in 1984 aboard a Mariner Towing Co. vessel. Brother Wilkins calls Chesapeake, Va. home.

THIS MONTH IN SIU HISTORY

1986

The 35th Congress of the International Transport Workers' Federation (ITF)

was conducted in Luxembourg from July 31 through August 7, and more than 800 delegates representing the 5 million members of 400 affiliated trade unions from 89 countries attended. Frank Drozak headed the SIUNA delegation...

The Seafarers' Section Conference adopted an SIU-submitted motion on terrorism urging all affiliates to call on their governments to undertake measures to improve security and reduce the risk to the lives of shipboard passengers and crews.

Final Departures

DEEP SEA

JAY BEAVERS



Pensioner Jay Beavers, 72, passed away March 2. He joined the SIU in 1970 in the port of Baltimore, sailing in the deck department. His first ship was the *Marore*, operated by Ore Navigation Corp. A native of West Virginia, he served in the U.S. Army from 1950 to 1952. Brother Beavers began receiving his pension in 1988. Prior to retiring, he sailed aboard the cablesheet *Charles L. Brown*. Brother Beavers resided in Baltimore.

MARION BEECHING



Pensioner Marion Beeching, 74, died May 16. The Missouri native began his career with the Seafarers in 1946 in the port of Baltimore. A recertified bosun and a member of the deck department, he first sailed aboard the *Calmar*. Prior to retiring in 1987, he sailed aboard the *Champion*. Brother Beeching served in the U.S. Army from 1951 to 1953. Houston was his home.

FRANK BOLTON



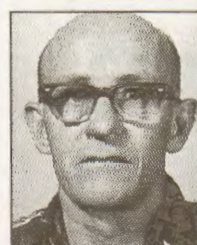
Pensioner Frank Bolton, 68, died May 5. An honorably discharged veteran of the U.S. Army, Brother Bolton began his career with the SIU in 1970 in the port of Seattle. He first sailed aboard a Colonial Steamship Co. vessel in the engine department. The Anacoco, La. native upgraded his skills several times at the Seafarers Harry Lundeberg School and began receiving his pension in 1997. Prior to his retirement, Brother Bolton sailed aboard the *Overseas Chicago*. He last resided in Groves, Texas.

BRENT CHICHESTER



Pensioner Brent Chichester, 71 passed away May 2. A member of the steward department, he began his career with the SIU in 1974 in the port of Seattle. Brother Chichester was a native of Nevada and first sailed aboard the *President Cleveland*, operated by American President Lines. He began receiving his pension in 1989, after sailing aboard the *Chief Gadao*, a Matson Navigation Co. vessel. Brother Chichester resided in Seattle.

WINFIELD S. DOWNS



Pensioner Winfield S. Downs, 79, died April 26. Born in New Jersey, Brother Downs began his career with the SIU in 1945 in the port of New York. A member of the engine department, he first sailed aboard the *Calmar*. Brother Downs began receiving his pension in 1986. Prior to retiring, he sailed aboard the *USNS Altair*. He made his home in New Gretna, N.J.

THOMAS FIELDS



Pensioner Thomas Fields, 87 passed away April 24. A native of Georgia, he was a charter member of the SIU, having joined in 1939 in the port of Savannah, Ga. He sailed in the steward department, first working aboard the *Del Compo*, operated by Delta Steamship Lines. Prior to his retirement in 1983, Brother Fields sailed aboard the *HMI Petrachem*. He lived in Richmond, Va.

REYNALD GABAYLO

Reynald Gabaylo, 42, died March 3. He began sailing with the SIU in 1983 in the port of Honolulu. A native of Hawaii, Brother Gabaylo was a member of the steward department and worked aboard American Hawaii Cruises vessels throughout his career. The *SS Independence* was his first as well as his last ship. Brother Gabaylo made his home in Ewa, Hawaii.

JOHN C. GRIFFITH



Pensioner John C. Griffith, 75, passed away May 10. He hailed from Pennsylvania and began his career with the SIU in 1968 in the port of New Orleans. Brother Griffith was a member of the engine department, first sailing aboard the *Robin Hood*, a Sinclair Oil Company vessel. Prior to his retirement in 1986, he sailed aboard OMI Corporation's *Cape Clear*. Houston was his home.

MICHAEL KALKIS



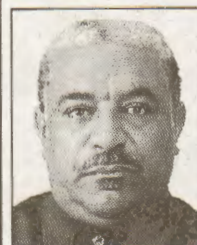
Pensioner Michael J. Kalkis, 82, died May 5. A native of Shenandoah, Pa., Brother Kalkis served in the U.S. Army from 1943 to 1946. He began his career with the SIU in 1947, joining in the port of New York. Brother Kalkis was a member of the engine department and first sailed aboard the *Steel Advocate*. He began receiving his pension in 1981. Prior to retiring, Brother Kalkis worked aboard the *Santa Mercedes*, operated by Delta Steamship Lines. He lived in San Francisco.

JOHN E. KENNEDY



Pensioner John E. Kennedy, 95, died March 29. A native of Louisiana, he was a charter member of the SIU, having joined in 1939 in the port of New Orleans. A member of the deck department, he first sailed aboard the *Alcoa Cavalier*. Prior to his retirement in 1968, Brother Kennedy worked aboard the *Alcoa Explorer*. He made his home in Metairie, La.

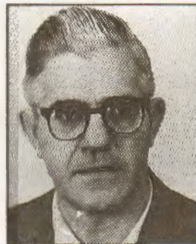
ADOLPH LaMONTHE



Pensioner Adolph LaMonthe, 79, died April 18. Brother LaMonthe began his career with the SIU in 1960 in the port of New York. A native of New Orleans, he was a

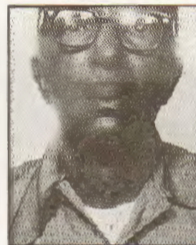
member of the steward department and first sailed aboard a Delta Steamship Lines vessel. Brother LaMonthe served in the U.S. Army from 1951 to 1953. Prior to retiring in 1983, he sailed aboard Delta Steamship Lines' *Santa Adela*. Brother LaMonthe resided in Livermore, Calif.

DUANE PETERSON



Pensioner Duane Peterson, 83, died April 22. Brother Peterson began his SIU career in 1962 in the port of San Francisco. Born in Canada, he was a member of the engine department, first sailing aboard the *Globe Carrier*. Prior to retiring in 1981, his final voyage was aboard the *Sea-Land Newark*. He served in the U.S. Army from 1943 to 1946. Brother Peterson made his home in Napa, Calif.

EARL W. PIPPENS



Pensioner Earl W. Pippens, 83, passed away May 5. A native of Mississippi, Brother Pippens began his career with the SIU in 1970 in the port of San Francisco. He served in the U.S. Navy from 1938 to 1959. Brother Pippens first sailed as a Seafarer aboard the cablesheet *Long Lines*. A member of the steward department, Brother Pippens began receiving his pension in 1991. Prior to retiring, he sailed aboard the *Sea-Land Patriot*. His home was in San Francisco.

ARCANGEL SAAVEDRA



Pensioner Arcangel Saavedra, 84, died May 5. Born in Puerto Rico, he was a charter member of the SIU, having joined in 1939 in the port of Jacksonville, Fla. Brother Saavedra was a member of the steward department and first sailed aboard the *Wild Ranger*, operated by Waterman Steamship Corp. Prior to retiring in 1980, he sailed aboard the *Jacksonville*. Brother Saavedra resided in Bronx, N.Y.

RICHARD SCHAEFFER

Pensioner Richard Schaeffer, 74, passed away April 4. A native of West Palm Beach, Fla., he began his career with the SIU in 1967 in the port of Seattle. A member of the deck department, Brother Schaeffer first sailed aboard the *Sea Monitor*, operated by Lykes Brothers Steamship Co. He served in the U.S. Army from 1942 to 1945 and began receiving his SIU pension in 1990. Prior to retiring, he sailed aboard the *Sea-Land Explorer*. Brother Schaeffer called Reno, Nev. home.

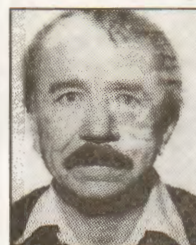
LEE SCOTT



Pensioner Lee Scott, 84, died April 6. He joined the SIU in 1970 in the port of San Francisco. A California native, Brother Scott was a member of the deck department and first sailed aboard the *Western Clipper*. He started receiving his pension in 1981. Prior to his retirement, Brother Scott sailed aboard a

Michigan Tankers, Inc. vessel. He resided in San Anselmo, Calif.

EDWARD SPOONER



Pensioner Edward Spooner, 75, died April 20. A Pennsylvania native, Brother Spooner began his career with the SIU in 1960 in the port of Baltimore. A member of the deck department, he first sailed aboard the *Malden Victory*, operated by Delta Steamship Lines. Prior to retiring in 1989, he sailed aboard the *Sea-Land Producer*. Brother Spooner served in the U.S. Navy from 1943 to 1946. He resided in Smock, Pa.

JOHN A. TINSLEY



John A. Tinsley, 67, died May 7. Born in Kansas City, Mo., Brother Tinsley's seafaring career began in 1962 when he joined the union in the port of Seattle. He first sailed aboard the *Sea-Land Commerce* as a member of the steward department. Brother Tinsley's last voyage was aboard the *Northern Light*. He served in the U.S. Army from 1950 to 1953. He resided in Seattle.

LESTER WINETEER



Pensioner Lester Wineteer, 80, died April 14. He joined the SIU in 1970 in the port of San Francisco. Brother Wineteer sailed in the steward department. His first ship was the *Santa Mariana*, a Delta Steamship Lines vessel. Prior to his retirement in 1986, he sailed aboard Matson Navigation Co.'s *Hawaiian Citizen*. Brother Wineteer served in the U.S. Navy from 1942 to 1946. He resided in Yountville, Calif.

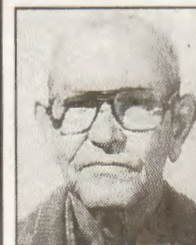
ROBERT D. WOODSON



Robert D. Woodson, 38 passed away April 28. A native of Richmond, Va., Brother Woodson joined the SIU in 1990 in the port of Norfolk, Va. He first sailed aboard the *Flickertail State* as a member of the deck department. He last worked as a bosun on the *USNS Watson*. Brother Woodson lived in Roanoke, Va.

INLAND

ROBERT ANGLIN



Pensioner Robert Anglin, 80 died March 6. A native of Saltillo, Tenn., he began sailing with the SIU in 1971 from the port of Norfolk, Va. Boatman Anglin was a member of the deck department and served in the U.S. Navy from 1939 to 1970. He sailed as a captain during most of his career, the bulk of which was spent aboard Moran Towing of Virginia vessels. Boatman Anglin began receiving his pension in 1988. Haymarket, Va., was his home.

WILLIAM E. DIGGS

Pensioner William E. Diggs, 77, passed away April 13. Born in



Labon, Va., Brother Diggs started sailing with the SIU in 1966 in the port of Norfolk. He was a member of the engine department and worked aboard

Virginian Pilot Corporation vessels throughout his career. Brother Diggs began receiving his pension in 1985. He resided in Onemo, Va.

THOMAS McCAUSEY

Pensioner Thomas McCausey, 64, died May 5. A native of Detroit, Brother McCausey started sailing with the SIU in 1972 from the port of Philadelphia. The deck department member first worked aboard a Gulf Atlantic Transport Corp. vessel. Brother McCausey served in the U.S. Marine Corps from 1955 to 1959. Prior to retiring from the SIU in 1998, he sailed aboard a Crowley Towing & Transportation Co. vessel. Brother McCausey lived in Lake-wood, Calif.

GREAT LAKES

VERNON BELONGA



Pensioner Vernon Belonga, 62, died April 24. Born in Ontonagon, Mich., Brother Belonga joined the SIU in 1970 in the port of Detroit. The deck department member first sailed aboard a Bob-Lo-operated vessel. He was a resident of Bay City, Mich. Prior to retiring in 1996, Brother Belonga worked aboard the *Walter J. McCarthy*.

ROY LYNCH



Pensioner Roy Lynch, 64, passed away April 12. The Tennessee native began his career with the SIU in 1971 in the port of Detroit. A member of the steward department, Brother Lynch first sailed aboard an American Steamship Company vessel. He had significant time as a captain as well. Prior to his retirement, he sailed aboard the *Merle McCurdy*, operated by Great Lakes Associates. Brother Lynch called LaFollette, Tenn. home.

LAWRENCE OBERLE

Pensioner Lawrence Oberle, 73, passed away April 23. Born in Strong's, Mich., Brother Oberle joined the SIU in 1956. He worked in the deck department during his career and began receiving his pension in 1989. Prior to his retirement, he sailed aboard a vessel operated by Luedtke Engineering Company. Brother Oberle resided in Saulte Ste. Marie, Mich.

THOMAS J. SMITH



Pensioner Thomas J. Smith, 73, died May 11. He began his SIU career in 1950 in the port of Milwaukee. The deck department member first sailed aboard a Penn Dixie Cement Corp. vessel. Prior to his retirement in 1988, he worked aboard Cement Transit Company's *Southdown Challenger*. Brother Smith lived in Petoskey, Mich.

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.

ATLANTIC (U.S. Ship Mgmt.), April 30—Chairman **William E. Stoltz**, Secretary **Milton M. Journett**. Chairman announced payoff in Jacksonville and thanked crew for helping keep ship clean. Secretary urged crew members to read LOG and attend union meetings in order to be better informed of latest maritime industry news. Educational director stated upgrading at Paul Hall Center in Piney Point, Md. is best way to ensure job security. He also stressed importance of donating to SPAD. No beefs or disputed OT reported. Recommendations made for contracts department to consider lowering sea time requirements for retirement and pension, and to secure 100 percent medical and prescription benefits for family members. Vote of thanks given to steward department for job well done. Next ports: Charleston, S.C.; Port Everglades, Fla.; Houston and Jacksonville.

BLUE RIDGE (Crowley Petroleum), April 28—Chairman **Juan M. Rivas**, Secretary **Ron Malozi**, Educational Director **William M. Hudson**, Deck Delegate **Joe Caruso**, Steward Delegate **Steve Johnson**. Chairman read president's report from latest LOG and urged everyone to upgrade at Piney Point to better skills. He also noted importance of donating to SPAD. Secretary thanked everyone for good job. Educational director encouraged crew members to upgrade at Paul Hall Center: "The school is great!" No beefs or disputed OT reported. Suggestion made to ask contracts department to look into possibility of retiring at 55 with 20 years' sea time. Next ports: Ft. Lauderdale, Fla. and Texas City, Texas.

CLEVELAND (Sealift, Inc.), April 24—Chairman **Fareed A. Khan**, Secretary **Miguel E. Vinca**, Educational Director **Oliver L. Celestial**, Deck Delegate **Cleveland West**, Steward Delegate **Otello Dansley**. Chairman praised crew members for job well done, particularly deck department for good job cleaning cargo hold. Secretary added his thanks to everyone for helping keep mess hall clean. He reminded those leaving ship to pick up clean linen for replacement crew and discussed importance of voting in this year's elections. Educational director talked about upgrading opportunities at Piney Point. No beefs or disputed OT. Suggestion made to get new movies on board. Videotapes must be checked out from chief engineer. Vote of thanks to steward department for job well done. Next port: Lake Charles, La.

DISCOVERY (CSX Lines), April 30—Chairman **Nelson Sala**, Secretary **Donald C. Spangler**, Educational Director **Roger M. Wasserman**, Engine Delegate **Joseph R. Perry**, Steward Delegate **Mark V. Cabasag**. Chairman discussed president's report in LOG, reflecting on past decade of shipping and how upgrading is essential to job security. Educational director reminded crew members to check z-cards for expiration date and to keep up-to-date on drug tests and physical exams. Disputed OT reported by deck delegate and beef concerning overtime in steward

department. Requests made for radio for crew lounge and new chairs in crew mess. Vote of thanks given to steward department for great food and cookouts. Next ports: Oakland and Long Beach, Calif. and Honolulu.

GALVESTON BAY (U.S. Ship Mgmt.), April 22—Chairman **James E. Davis**, Secretary **Andrew Hagan**, Educational Director **Miguel Rivera**, Deck Delegate **Charles B. Collins**, Steward Delegate **Willie Grant**. Chairman noted this is election year and contributions to SPAD help put those people in office who are for strong maritime industry. Educational director stated Paul Hall Center available to all Seafarers to upgrade skills and help them earn more money. Treasurer announced \$22 in ship's movie fund. Beef reported by deck department; no disputed OT in any department. Suggestion made for contracts department to look into allowing crew members to apply for vacation checks after 60-days' sea time. Vote of thanks given to everyone for job well done. Next ports: Charleston, S.C.; Port Everglades, Fla.; Houston and Jacksonville.

GREAT LAND (IUM), April 30—Chairman **Ernest J. Duhon**, Secretary **Antoinette M. Spangler**, Educational Director **Michael W. Phillips**, Deck Delegate **Michael R. Hester**, Engine Delegate **Joseph I. Laguana**, Steward Delegate **Kassem Saleh**. Chairman reminded crew members to remain current in their dues. Educational director advised everyone to have training record books (TRBs) filled out by chief mate. No beefs or disputed OT reported. Suggestion made for Paul Hall Center to establish optional course for advanced seamanship, including carpentry and splicing. Ship's crew requested greater access to movies provided by company. Thanks given to steward department for job well done. Next port: Anchorage, Alaska.

HMI DEFENDER (IUM), April 25—Chairman **Juan Castillo**, Secretary **Steven R. Wagner**, Educational Director **Charles J. Brockhaus**, Deck Delegate **Pedro Lopez**, Engine Delegate **Roderick I. Frazier**, Steward Delegate **Isabel Sabio**. Chairman announced ship to discharge in Corpus Christi, Texas or Lake Charles, La., then take load of gasoline to Florida. After that, vessel scheduled to go on Corpus Christi to Tampa run. Shipyard period planned for June. Secretary stated new mattresses to be ordered which will properly fit bed insert. Educational director urged everyone to take advantage of Piney Point educational facilities. No beefs or disputed OT reported. Request made for new dryer in crew laundry. Suggestion made that contracts department look into reducing amount of sea time needed to call for relief. Vote of thanks given to steward department.

ITB PHILADELPHIA (Sheridan Transportation Corp.), April 28—Chairman **Michael D. Hill**, Secretary **Thurman C. Johnson**, Educational Director **Jose M. Ramirez**, Deck Delegate **Walter Harris**, Engine Delegate **Ahmed S. Salim**, Steward Delegate **Cesar Santos**. Chairman cautioned crew to be extra careful around sand-

blasting operations. He thanked everyone for good job—steward department for good food and deck department for helping him become familiar with vessel. Secretary reported new stores due in next port. Educational director urged crew members to utilize facilities at Paul Hall Center, keep up with STCW requirements and keep abreast of union rules. No beefs or disputed OT noted. Request for contracts department to consider requiring 90 days' sea time for vacation benefits. New TV, VCR and antenna needed. Next port: Long Beach, Calif.

KENAI (ATC), April 10—Chairman **James R. Wilson**, Secretary **Dorothy Odoms**, Educational Director **Dale Graham**, Deck Delegate **Joshua A. Mensah**, Engine Delegate **Kevin Sullivan**. Chairman passed along captain's thanks for practicing safe work habits and pointed out that all should be familiar with and use safety equipment on board vessel. Chairman said all standard forms (union meetings, crew lists, repair logs, etc.) to be sent directly to ship. Educational director suggested possible use of educational books and films for upgrading information be ordered from internet. Funds received from safety awards total about \$12,000 and are available for crew's use. No beefs reported. Some disputed OT noted in steward department regarding extra meals. Question raised as to where NMU members ship out from San Francisco and Hawaii now that NMU halls there have closed. Solid vote of thanks to Chief Steward Odoms and her department. Next port: Richmond, Calif.

OVERSEAS NEW ORLEANS (OSG), April 23—Chairman **Daniel N. Laitinen Jr.**, Secretary **Jonathan White**, Educational Director **John E. Trent**, Deck Delegate **John W. Yates**, Steward Delegate **Alberto Falcon**. Chairman reported crew dryer fixed and announced payoff April 28 in Houston, Texas. He advised everyone to upgrade at Piney Point every chance possible. No beefs or disputed OT reported. Crew members read president's report in LOG and expressed appreciation for work union is doing in keeping jobs for membership. Next ports: Tampa, Fla. and Houston.

PACIFIC (CSX Lines), April 10—Chairman **Ray J. Ramirez**, Secretary **Robert P. Mosley**, Educational Director **Seller T. Brooks**, Deck Delegate **Theodore Doi**, Steward Delegate **J. I. JaFar**. Chairman thanked VP Nick Marrone and Port Agent Vince Coss for visiting ship and updating crew on recent changes. Bosun asked that everyone be on time for customs and immigration, make sure z-cards are up-to-date, and support SPAD. Secretary and educational director urged crew members to take advantage of facilities and upgrading courses at Paul Hall Center. Treasurer announced \$40 in movie fund, \$60 in ship's fund and \$147 in cookout fund. No beefs or disputed OT reported. Following reading of president's report in LOG, crew expressed gratitude to President Sacco for work he and union officials are doing for Seafarers. Clarification requested on vacation and overtime rates. Vote of thanks to Stewards **Larry W. Ballard** and **Robert Mosley** for jobs well done. Next ports: Tacoma, Wash.; Oakland, Calif.; Hawaii; Guam and Hong Kong.

PERFORMANCE (U.S. Ship Mgmt.), April 23—Chairman **Jimmie L. Scheck**, Secretary **Patrick J. Corless**, Educational Director **John J. Walsh**, Deck Delegate **Bennie Spencer**, Steward Delegate **Luis M. Caballero**. Chairman announced payoff in Elizabeth, N.J. April 27. He asked those crew members getting off to

help SA by taking dirty linen to 03 level and leaving rooms clean. Secretary reminded everyone to make sure they're eligible to vote in upcoming SIU elections and registered to vote in national elections. Educational director stressed importance of upgrading at Piney Point and contributing to SPAD for job security. No beefs or disputed OT reported. Suggestion made for contracts department to look into reducing sea time needed for vacation. Vote of thanks given to stew-

on extra vacation benefits for completing tour with no illness. He thanked everyone for keeping noise down in passageways. Educational director explained process of getting STCW renewed. Treasurer announced \$33 in ship's fund. No beefs or disputed OT reported. Suggestions made to have contracts department look into raising pension benefits and have company pay for work shoes. Thanks to steward department for job well done, espe-

Must Be Doing Something Right . . .



It was all smiles when the Developer (U.S. Ship Mgmt.) put into port recently in the Los Angeles area. Above (from left) are AB David Cordero, Bosun Roger Reinke and Steward/Baker Ruben Casin. At right are AB Mark Brenner and QMED Clifford Miles.

ard department for job well done. Next ports: Elizabeth; Portsmouth, Va. and Rotterdam, Netherlands.

HMI BRENTON REEF (IUM), May 31—Chairman **Thomas P. Banks**, Secretary **Luis A. Escobar**, Educational Director **James L. McDaniel**, Deck Delegate **Pedro V. Ramos**, Engine Delegate **Mark Roman**, Steward Delegate **Randy A. Stephens**. Bosun conveyed chief mate's compliments on job well done by deck department on return voyage from West Coast. He announced payoff June 2 followed by big clean-up job and Coast Guard inspection while vessel still in Gulf Coast. Secretary urged everyone to upgrade at union's facilities in Piney Point. Some beefs reported in deck and steward departments. Suggestion made for contracts department to look into lowering sea time requirements for collecting vacation checks. Vote of thanks given to steward department for great work.

DEVELOPER (U.S. Ship Mgmt.), May 4—Chairman **Dana M. Cella**, Secretary **Robert A. Castillo**, Educational Director **Lawoo S. Shete**, Deck Delegate **George Mazzola**, Engine Delegate **Julio Paminiano**. Chairman talked about shipyard preparations and three-week layoff. He suggested crew members contribute to SPAD to help union be heard on Capitol Hill. Everything going well, according to secretary, and educational director urged all to attend Piney Point upgrading classes. No beefs or disputed OT reported. Communications received from VP Augie Tellez regarding issues from last shipboard meeting. Suggestion made for contracts department to look into lowering sea time and age requirements for pensions. Job well done by steward department, and crew welcomed aboard new chief cook, **Ray Mohamed**. Next ports: Yokohama and Nagoya, Japan; and Pusan, South Korea.

EL MORRO (IUM), May 1—Chairman **Steven W. Copeland**, Secretary **Kris A. Hopkins**, Educational Director **Frederick W. Dougherty Jr.**, Deck Delegate **Homar Linefield**, Engine Delegate **Reinaldo Roman**, Steward Delegate **Robert G. Maschmeier**. Chairman announced clarification

cially for great barbecues. Next ports: Port Everglades and Jacksonville, Fla.

HUMACAO (NPR, Inc.) May 28—Chairman **David I. Murray**, Secretary **Raymond L. Jones**, Educational Director **Angel Hernandez**, Deck Delegate **Terry L. McKee**, Engine Delegate **Terror T. Franks**, Steward Delegate **Pedro Rodriguez**. Chairman announced payoff in Puerto Rico June 2 and encouraged everyone to upgrade skills at Paul Hall Center. Secretary asked crew to keep laundry room clean and trash-free. Treasurer noted \$313 in ship's movie fund. No beefs or disputed OT reported. Several suggestions made, including for contracts department to look into allowing crew members to bring spouses aboard for one round-trip voyage on coastwise vessels, having union pay for dependents' prescription drugs, extending shipyard time for reclaiming job from 30 to 60 days and lowering sea time requirements for collecting vacation checks. Vote of thanks given to steward department for cleaning ship after shipyard period and also for continued delicious meals.

INTEGRITY (U.S. Ship Mgmt.), May 7—Chairman **James V. Triassi Jr.**, Secretary **Stephanie L. Sizemore**, Educational Director **Dennis R. Baker**, Deck Delegate **Clay V. Brown**, Engine Delegate **Michael McNally**, Steward Delegate **John A. Padilla**. Secretary stated new TV antenna to be installed next trip. Six new mattresses purchased and distributed to members listed on repair list. Educational director led discussion on LOG article about STCW. Crew requested more clarification. Movies purchased last trip with donations from crew. No beefs or disputed OT reported. Request made that company furnish seamen transportation home from foreign ports due to death of immediate family member. Contributions of \$250 collected for Relief Bosun **F. Santiago** on news of his daughter's death. Clarification needed for relief trip time off. Special thanks to steward department for Easter meal, especially to steward for home-baked goods. Voyage was good and crew worked well together. Next ports: Boston, Mass.; Elizabeth, N.J. and Norfolk, Va.

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.)

Name Ship For Hawaiian Senator

As a fitting memorial to the 19 newly awarded Asian Medal of Honor recipients, I request that the SIU lobby on behalf of Sen. Daniel Inouye (D-Hawaii) for an Army prepositioning ship to be named in his honor and to honor all Nisei warriors of the 442nd regimental combat team.

Sen. Inouye has been a friend of labor throughout his 38-year tenure as a Democratic senator. He exemplifies courage, integrity and dedication, and has never failed the SIU or the maritime industry.

I am proud to be a member of the merchant marine, an American Legion member and Marine Corps Veteran. I hope we can lobby for a fitting memorial to the service and commitment of the brave senator from Hawaii.

Joseph J. Gallo Jr.
Jersey City, N.J.

... and a second letter from Brother Gallo ...

Condolences to Haller Family

Please accept my sincerest gesture of sympathy for the passing of Brother Chuck Haller earlier this year. I was shocked and saddened when I learned of his passing in the *Seafarers LOG*.

Please take comfort in knowing that Chuck was the finest union brother that I have ever sailed with, and he will never be forgotten by the brothers of the SIU.

God bless the Haller family; and if I can ever be of service to you, don't hesitate to contact me.

With deep regret,
Brother Joseph J. Gallo Jr.
Jersey City, N.J.

Brown Deserves To Lead Parade

As I watched the July 4 telecast of "Ops Sail 2000," the announcer used the word "maritime" a few times, describing the tall ships.

If I'm correct in my thinking, I didn't see any merchant ships in the parade, and my thoughts went to the Liberty ship *John W. Brown*, which is now a museum in Baltimore.

If ever a ship deserved to lead this parade, it was the *John W. Brown*.

Built in 1942, it brought supplies to the troops wherever needed during World War II, through enemy waters. It was a miracle the ship survived.

Life wasn't over for the Liberty ship after the war. While other merchant ships and military vessels were put into mothballs, to be scrapped in later years, the *Brown* was given to the Metropolitan High School in New York in 1948, the year I graduated from there.

My class was the first to attend classes on her, to learn what the life of a seaman was really about. Once aboard a real ship, there wasn't any cutting classes or playing hooky because we had pride in the ship and in ourselves.

As old as she is now, I believe the *John W. Brown* still could get under way and should have led the parade.

If she were to lead the next Ops Sail, people will see her and start asking questions. And they will learn that the *Brown* and ships like her helped us win the war. Only then will the public realize how important the merchant marine is to them, both in war and in peace.

Pensioner Walter Karlak
Woodside Queens, N.Y.

Conclusion to Smith's 1940 India Voyage

Continued from page 14

is modern in the conventional tropical style, with large windows and doorways. In buildings in the tropics there is usually no glass in the windows. In place of glass, they have wooden shutters which keep out the frequent rain showers. The walls are about two feet thick and composed of what we at home call adobe. The designs on these buildings are usually very intricate and beautiful after the fashion of the Eastern artists. All in all, I seem to derive a great deal of comfort and tranquility while living in these cool, simply furnished buildings among the quiet Oriental people who dwell here.

The population of Singapore is a conglomeration of Malaysians, Chinese, Filipinos and every other race, religion and nationality. The city is, by virtue of its reputation, a paradise for sailors. There is no end of women, liquor stores and cabarets where a sailor ashore can spend his hard-earned money lavishly in the accustomed manner.

As for entertainment, there is the great Raffles Hotel. They have an excellent orchestra for dancing, and good food. Most of the people you meet there are Europeans of the international society set. Soon after arriving, I was introduced to Miss Dorothy Barbara Barlow and immediately fell in love—again. Dorothy's father is a major in the British army and her mother is Cantonese. She is very intelligent and lovely and also very funny. We spend most of our time together and through Dorothy, I have access to the country club and private parties and dances.

There are some fine beaches where one can swim in an enclosure which is erected as a protection against sharks. There is also an interesting zoo which is situated some distance from the city. It is reached by a twisting, well-paved road through dense green jungle and coconut groves. At the zoo, the people are closed in, not the animals. We find it very enjoyable to

sit at a table on the veranda of the cafe, drinking a cold beer while observing the wild animals and the beautiful scenery.

Now it is time to leave Singapore and the good friends I have made. It is tempting to just say "to hell with it" and stay here. In the Marines we have a saying about men who do that: "He went Asiatic," sounding a bit derogatory. Recently, a stuffy official of the U.S. State Department told me I had overstayed my welcome and that I should leave on the next available ship. I mentioned this to a British friend who is fairly high up in the Foreign Service. He said, "Tell that bloody blighter to mind his own business, you may stay as long as you like." I don't know if that consular officer hated Americans or if he was just jealous of Dorothy and me, though I had noticed him staring hard at us at the Raffles one evening during a dinner dance. Anyway, it's about time to go back to work and replenish my finances, but I hope to get another Far East run on my next ship.

THE END

Notes: The next year, the *Steel Age* was sunk in the Indian Ocean by the German submarine U129. All hands perished, including Capt. Jones and my two watch partners, Able Seamen Bill Marks and Bud O'Conner.

Since the British commander had failed to secure the back door to the island, the Japanese attack on Singapore in 1942 obliterated the area near the Jahor Strait bridge. Major Barlow's house, which was near the bridge, took a direct hit from Japanese artillery. According to the Red Cross report, Dorothy, her mother and a maid died there along with some neighbors. Twenty years later, when I visited the area, I could not recognize anything.

The last time I was in Singapore, I didn't even go ashore.

JMS



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.

SEAFARERS PAUL HALL CENTER 2000 UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	August 7	September 1
	September 4	September 29
	October 2	October 27
Lifeboatman	August 21	September 1
	September 18	September 29
Radar Unlimited	August 7	August 17
	October 2	October 13
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	October 16	October 20

Engine Upgrading Courses

Course	Start Date	Date of Completion
Basic Electronics	August 21	September 15
Fireman/Watertender & Oiler	August 28	October 6
Marine Electrical Maintenance I	September 4	October 13
Marine Electronics Technician I	September 18	October 13
Welding	September 18	October 6
	October 16	November 3

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	October 9	November 6

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 _____

Steward Upgrading Courses

Course	Start Date
Galley Operations/ Advanced Galley Operations (Every week)	July 3, 10, 17, 24, 31; Aug. 7, 14, 21, 28; Sept. 4, 11, 18, 25; Oct. 2, 9, 16, 23, 30; Nov. 6, 13, 20, 27; Dec. 4, 11, 18
Certified Chief Cook/Chief Steward (Every other week)	July 3, 17, 31; Aug. 14, 28; Sept. 11, 25; Oct. 9, 23, 30; Nov. 6, 20; Dec. 4, 18

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	September 4	September 15
	October 2	October 13
	October 23	November 3
Basic Fire Fighting	August 14	August 18
	September 18	September 22
	October 16	October 20
	November 6	November 10
Government Vessels	August 14	September 1
	September 11	September 29
	September 18	October 6
	October 9	October 27
	October 16	November 3
	November 6	November 24
STCW Basic Safety (refresher)	August 7	August 11
	August 28	September 1
	September 4	September 8
	September 11	September 15
	October 2	October 6
	October 9	October 13
Tankerman (PIC) Barge* (*must have basic fire fighting)	October 9	October 13
	October 30	November 3

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-

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.

8/00

Paul Hall Center Graduating Classes



Unlicensed Apprentice Water Survival Class 602 — Unlicensed apprentice class 602 recently graduated from the water survival course. They are (in alphabetical order) Lewis Amundson, Kenneth Dyson Jr., Bryan Field, Charles Fitzpatrick, Sean Fortener, Jafar Gordon, Kenneth Jackson, Nathan Jarmon, Beth Ketah, Ibrahim Muhammad, Jacob Soeteber, Antwan Stafford and Nathan Young.



Government Vessels — Students who completed the government vessels course June 9 are (from left, kneeling) Benny Perez, Gregorio Abalos Jr., Carlos J. Castillo, (standing) Tyrone Brown, John Holmes, Karl Roy Jr., Guy Todd II, Kyle Bailey, Shauntay Shavies, Greg Thompson (instructor) Sherrod Frazier, Christopher Cummings, Brian Guiry, Louis Champ Jr., Byron Harris, Louis Nickerson Sr. and Charles Billips.

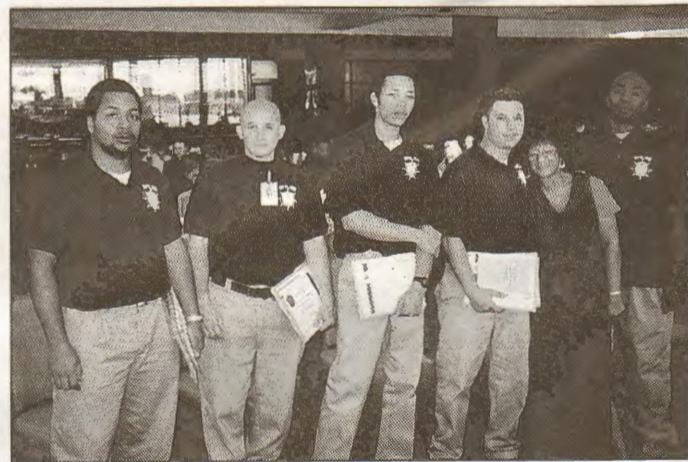


Able Seaman — With the help of instructor Barnabe Pelingon and Bill Saul serving as engineer, the May 26 graduates of the able seaman class ready to head out on the *MV Osprey* to learn proper techniques in standing a bridge watch and steering a vessel. Included in the class are (in alphabetical order) Adel Alameri, Robert Arneel, Benjamin Barnes, Ronald Burris Jr., Jimmie Casey, Antony Cruzvergara, Carey Hatch, David Heindel Jr., Ausberto Laspinas, Lito Mariano, Brian McLarnon, Royal Mobley, Nestor Montoya Jr., Lawrence Richardson Jr., Russell Roberts and Ziting Xu.

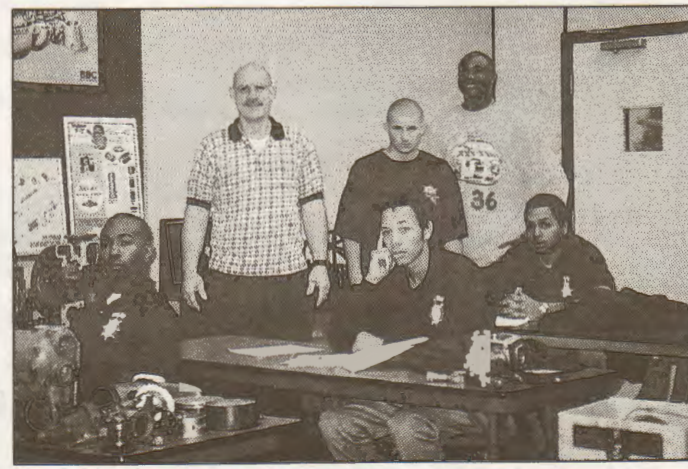


Advanced Fire Fighting — Earning their advanced fire fighting endorsements May 19 are (kneeling) Michael Kaye, (from left, standing) Robert Scott, Mark Wain, Anthony Hammet (instructor) and Joe Walker Jr. Not pictured is Andre Frazier.

An End . . . and a Beginning



Unlicensed Apprentice Graduation — After all the hard work, unlicensed apprentices Donald Davis, Larry Hogan, David Jones Jr., Rashad King and Steven Lamb Jr. complete their third and final phase of study and are ready to become SIU members. Above, the graduating students share their special moment with "Momma" Theresa Price. Below, some of them work with instructors Eric Malzkuhn and Maurice Chambers in the deck engine utility class.



Limited License for Mate or Master — Graduating from the limited license course July 14 are (from left, kneeling) Michael Cascio, Troy Gros, Gregory Jarvis, Victor DiGiorgio, Blaine Tompson, (standing) Robert Boudreaux, Billy Barletto, William Bruce, Scott Morton and Shane Boudreaux. They are posing in front of a new mural at the school which was painted by Christy Holloway, daughter of the school's commandant, Don Hollaway.

Paul Hall Center Graduating Classes



Tankerman (PIC) Barge Course — Graduating from the tankerman (PIC) barge course May 26 are (from left, front row) Richard Chamnes, Ronnie Jackson, Liberato Viray, Raymond Samaria, (second row) Mitch Oakley (instructor), Matthew Sandy, Eddie Harrison, Thomas Flanagan, Paul Moss, James Reily, Eric Bridges, Manuel Little and Richard Lee.



Radar Observer — Standing at the construction site of the new simulator building are Seafarers completing the radar observer course April 14. From the left are Steve Ruiz, Brock Booker, David Hinson, Mike Smith (instructor) and Richard Roel.



Unlicensed Apprentice Program — Part of the first phase of the unlicensed apprentice program at the Paul Hall Center involves galley familiarization—including galley skills, sanitation, basic food preparation and good nutrition. Instructor Roy Fairfield (at far right in photo above) helps class 603 with that aspect of their training. It also is a time when the young men and women learn that healthy bodies as well as healthy minds help keep the number of injuries aboard ship to a minimum. In photo at right, the class enjoys some good old-fashioned calisthenics. Included in unlicensed apprentice class 603 are (in alphabetical order) Joseph Benavente Jr., Christopher Dionio, Lokona Farias, Jackson Gourgue, Byron Graham, Michael Harvey, Michael Herrera, Kevin Ignacio, Haven Iussig, Robert Johnson, Nicholas Jones, Ryan Legario, Charles Lewis, Adam Lippe, Samuel Lloyd, Ralph Martin Jr., Jerald Martinez, William McIntyre, Allyson Pangelinan, Kenneth Simon, Jack Slagle and Sidney Wagner Jr.

Steward Department Skills



Chief Cook — Learning specific culinary skills which will prepare them to sail as a chief cook are (from left) Natividad Zapata, Instructor/Chef John Dobson, Sixto Batiz, Donnie Cabanizas, Michael D. Harris, Michael Todman, William Daly, Breon Lucas and Jonathan Gibson. On this particular day in the culinary lab, the students learned the art of making pizza with low-fat, fresh ingredients. The results were delicious.

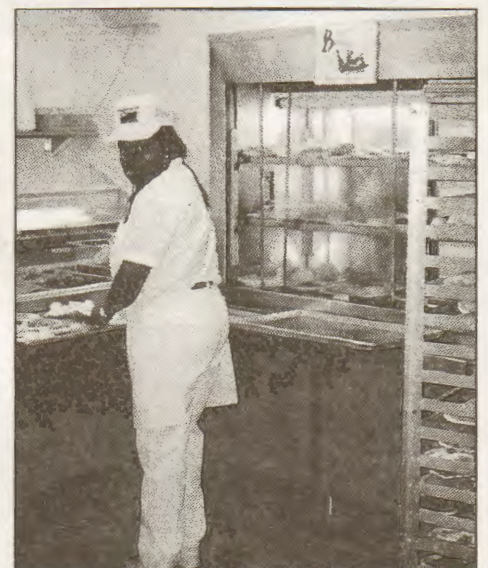


Chief Cook — Additional upgraders in the chief cook course are (from left, front row) Tanja Pfizenmaier, Scott Burgess, (standing) George Burgos, Mike Kozak, Vern Andrews and Chef/Instructor John Hetmanski.

Galley Operations

The galley operations course teaches students baking skills.

Freshly baked breads, rolls, pies, cakes and sweet rolls have a positive effect on crew morale aboard ship. Here, Elida Miguel, who completed the galley operations course May 19, restocks the dessert section in the Paul Hall Center's lunchroom.

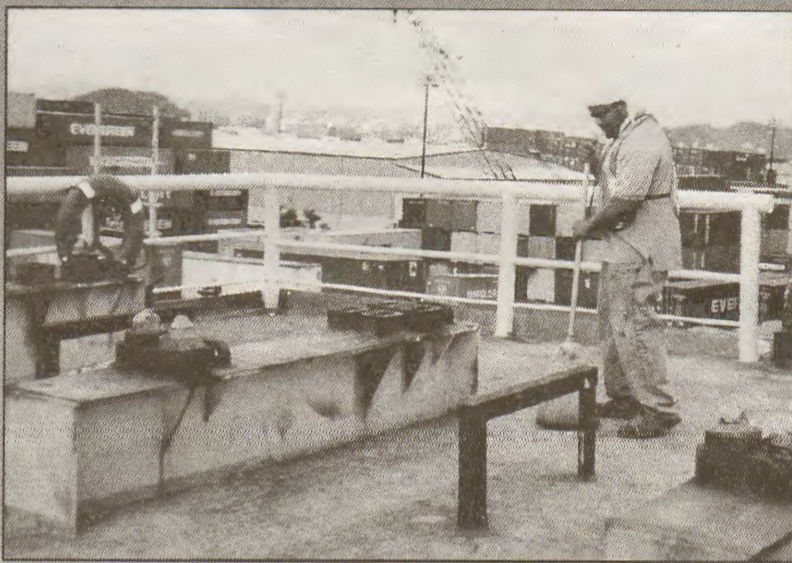




**Baltimore Hall
 Moves to Essex Street**

See pages 12-13

Scenes from the Port of San Juan



Above: At the Intership dock in San Juan, GUDE Jose Ramos puts in some overtime aboard the *El Morro*.

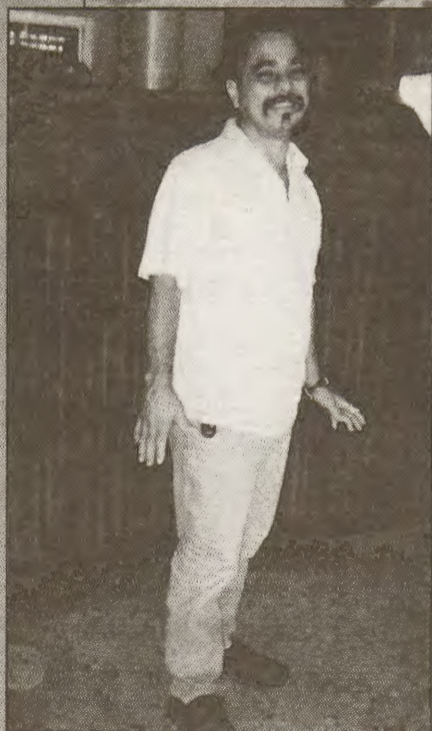
Left: Port Agent Victor Nuñez poses with Chief Cook Roslyn Nikita Brooks during a recent service visit to the *Hawaii* (CSX) while in port.

Chief Steward Kim R. Dewitt prepares lunch aboard the *Spirit* (CSX).



Above: The SIU-crewed NATCO dredge *Manhattan Island* continues dredging operations in San Juan Bay.

**Photos by SIU
 Port Agent
 Victor Nuñez
 and
 Safety Director
 Amancio Crespo.**



Above: Cargo operations are under way aboard the *Gus Damell* (Ocean Ships) at Roosevelt Roads Navy Base in Fajardo, P.R. From the left are Bosun Mike Galbraith, Deck Cadet (AMO) Sean Morrissey, DEU Mark Maduro and DEU James Castillo.



SIU members are happy to receive copies of the *LOG* aboard the Crowley tug *Pilot* during operations at Isla Grande in San Juan. Pictured are Chief Mate Andrew D. Smith, Second Mate John F. Maloney, Unlicensed Apprentice James Dowling, Chief Engineer Rick Cristofano, AB Patrick Welsh and AB Frank J. Messick.



Left: Aboard the Crowley tug *Explorer*, crew members help secure the anchor. From the left are Second Mate Wesley C. Carrey, AB Wade L. Wonsley III and AB Joe L. Salgado.

Miquel Alicea, a retired crane maintenance electrician, visits the SIU hall in San Juan to take care of medical claims and to show "the face of a happy SIU pensioner."