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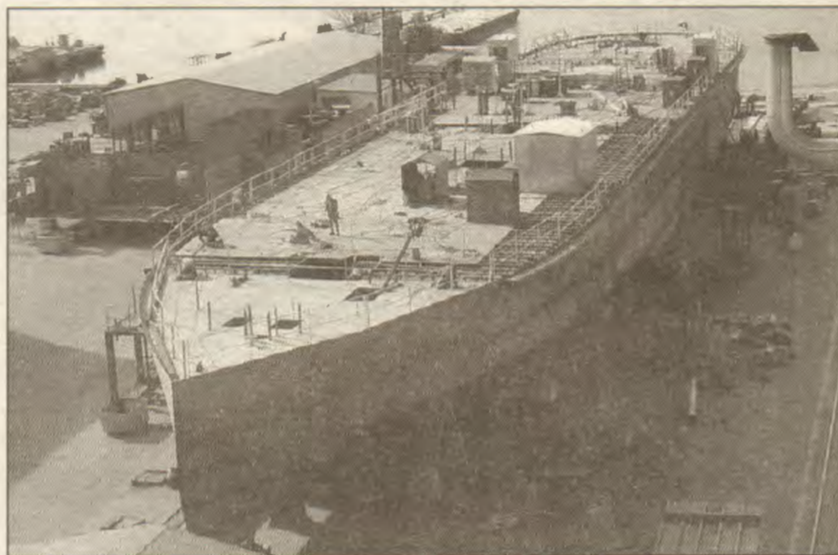
Volume 62, Number 4

April 2000

Seafarers Log

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

Hull Completed For 1st Coastal Cruise Vessel New Delta Queen Ships Slated to Sail Next Year



The hull has been completed for the first 226-passenger coastal cruise ship in the SIU-contracted Delta Queen Coastal Voyages fleet (above). Construction of the second hull is under way. Delta Queen's parent company, American Classic Voyages, also recently announced news concerning the first of two 1,900-passenger deep sea cruise vessels it is building. Page 3.



Remembering Leon Hall

Seafarers Honor Late VP By Dedicating Mobile Hall



More than 150 active and retired Seafarers and their families recently gathered at the SIU hall in Mobile, Ala. to celebrate the memory of Leon Hall, the late Atlantic Coast VP. Hall began his career in Mobile. As the building was dedicated in his memory, a photo of Hall and a plaque were unveiled (top photo). Applauding at the ceremony are (from left) SIU President Michael Sacco, Clyde Hall (nephew of Leon Hall) and Port Agent Ed Kelly. In bottom photo, members of Leon Hall's family are welcomed to the building by SIU officials, led by Sacco (front, third from right). Among those in attendance were Hall's sisters, Isabella Singleton and Alberta Hall (front, third and fifth from left). Page 4.

Tampa Newspaper Publicizes Plight Of Stranded Crew



ITF, Others Gain Back Pay, Repatriation for Mariners

A front-page story in the Tampa Tribune chronicled the saga of Lithuanian and Russian mariners who were stuck aboard their rusting, disabled runaway-flag freighter for more than a year and a half in the Gulf Coast port. Immediately after the original story ran, authorities cleared the red tape, allowing crew members finally to return home with back pay. Page 2.

President's Report

Our Next Generation

When you are doing something right, the word spreads. That has got to be the case concerning the Paul Hall Center's unlicensed apprentice program. From Alaska to Hawaii to Guam to Florida, special efforts are in place to promote this nine-month curriculum to young men and women looking for a career.



Michael Sacco

Last month, I took part in a ceremony in Fort Lauderdale, Fla. where the local Propeller Club offered a scholarship to a young lady, Dusti Arrowood, who is headed to Piney Point. Executive Vice President John Fay, Fort Lauderdale Port Agent Ambrose Cucinotta and I were proud to represent the SIU at the event where we could meet one of the people who will be carrying the banner of the union and the U.S. merchant marine in this new century.

The unlicensed apprentice program has been turning out mariners ready to meet the challenges of the sea since the curriculum was changed in 1997. At that time, the center expanded its basic training for those entering the industry. Previously, newcomers studied for three months in classroom situations while receiving hands-on training at the Piney Point campus. Now, they receive nine months of preparation—with three months of actual sea duty in between the education received at the school.

These young people are the future of the SIU. They are the ones who will be aboard the U.S.-flag vessels that are on the drawing boards today. Their future is bright because of the work all of you have done to secure a strong U.S.-flag fleet.

I'm sure you have noticed all the new vessels we have announced in the *Seafarers LOG* the last several years. Some of them already are sailing, others will be coming on line soon.

It does not do any of us any good to contract for these new ships, then not recruit new people to join our ranks.

Like most of you, I look in the back of each issue to see who has retired. But I also make the point of looking to see who's coming on board. Those great young faces photographed in the unlicensed apprentice water survival classes are the next generation of Seafarers. Their efforts have caught the eyes of many.

Alaska Congressman Don Young devoted one of his half-hour television shows aired to his constituents to the unlicensed apprentice program. He interviewed two of the graduates who came from that state during the telecast.

Government officials in Hawaii are working with the union to recruit young people from the Aloha State.

After touring the center in December, the governor of Guam, Carl T.C. Gutierrez, launched a recruitment program for the residents of his territory.

And this is just the beginning.

Each of you can play a role in this effort. Promote what it means to be a Seafarer to young people. Explain how they can gain a profession and see the world at the same time. Let them know what is coming, like the new cruise ships. Put them in touch with the admissions office at the Paul Hall Center.

Remember, others watched out for you and taught you the ropes when you joined. Now you can return that favor to a young man or woman just starting his or her venture in life.

Our next generation of Seafarers have tremendous opportunities ahead of them. Let's do all we can to help them meet those challenges.



SIU officials welcome a new recruit for the Paul Hall Center's unlicensed apprentice program during last month's meeting of the Port Everglades, Fla. Propeller Club. From the left are Fort Lauderdale Port Agent Ambrose Cucinotta, SIU President Michael Sacco, Dusti Arrowood and SIU Executive VP John Fay.

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Stranded Crew Finally Goes Home ITF Aids Mariners on Runaway-Flag Ship; Tampa Tribune Articles Bare FOC 'Prison'

The headline said it all: "Stranded sailors languish in limbo."

It applies to any number of mariners aboard runaway-flag ships throughout the world. But in this instance, the *Tampa Tribune* front-page article focused on the awful case of Lithuanian and Russian crew members stuck aboard the *Golden Star* for more than a year.

In its edition of Sunday, February 27, the newspaper published three articles related to the case, beginning on page one and occupying a full page inside.

Attracting such publicity is part of the campaign against runaway-flag shipping that is waged by the London-based International Transport Workers' Federation (ITF), to which the SIU is affiliated. Besides generally increasing people's awareness about the runaway-flag scam, exposure can help pressure unscrupulous shipowners to give crew members their due—usually back wages and repatriation, and perhaps medical attention.

With the *Golden Star*, efforts by the ITF and the Immigration and Naturalization Service were augmented by the *Tribune's* aggressive coverage. *Tribune* reporter Jim Sloan, one of two who covered the *Golden Star*, said the paper fielded numerous phone calls and emails from local citizens responding to the stories, "saying the situation is really disgusting and wanting to help."

After the stories ran, the mariners received back wages and were flown home.

The relief was long overdue. The Panamanian-flagged *Golden Star*, a 490-foot freighter, limped into Tampa in September 1998 after sustaining damage from a hurricane.

It's still there and still needs repairs.

Many of the mariners who recently departed the vessel had spent more than 17 consecutive months aboard the *Golden Star*,

Stranded sailors languish in limbo

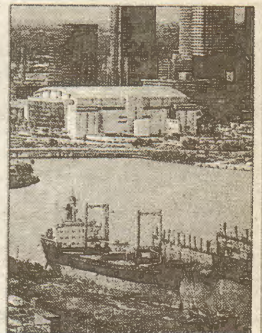


INSIDE
TAMPA — For 17 months, crew members have lived as virtual prisoners aboard a tramp freighter in Tampa.

By ELIZABETH BETTENDORF
of the Times Tribune

Trails of rust snake down the hull, and sea grime clouds the portholes. The hulking freighter looks like a ghost ship as the Port of Tampa braces with midmorning traffic.

On the dock, a maritime minister, Christian Vilgomen, walks amid weeds and piled asphalt. He calls up to the ship, looking for life. Slowly, faces appear at the railing, Russian and Lithuanian sailors, pale, sleep-eyed, dragging on cigarettes. Their vessel, the *Golden Star*, has become their prison. They share it with



WITH THE ICE Palace and high rise office buildings as a backdrop, the *Golden Star* rests in a quiet corner of the Port of Tampa, its fate in limbo.

A front-page article in the February 27 *Tampa Tribune* exposes the plight of Lithuanian and Russian crew members stuck aboard the *Golden Star*, a Panamanian-flag freighter in need of repairs.

the last six without getting paid. They survived with the help of a local minister and the monthly food stipend provided by the shipowner, alternately listed as Tamboril Properties Inc. or Caribbean Ship Management.

After surveying the rusting ship and meeting the crew, reporter Elizabeth Bettendorf wrote, "Their vessel has become their prison. They share it with cockroaches and sweltering heat."

In an overview of the runaway-flag scam, Sloan described "a worldwide fleet of derelict hulks rusting in ports around the world, manned by sailors left to rot while shipowners squabble over Coast Guard fines and port fees, or simply battle bankruptcy. They are most often flag-of-convenience ships, registered with Third World countries that provide little regulation. Some call them 'runaway flags.' Others bluntly label them 'Dogs of the Sea.'"

The scheme usually involves multiple parties from runaway-

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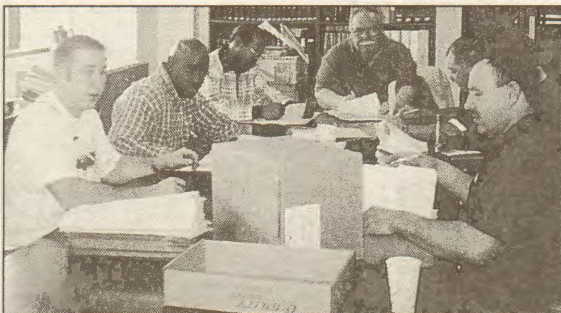
Carnival Taxed By Proposal

The *Miami Herald* last month reported that the runaway-flag Carnival Cruise Lines opposes a cruise ship ticket tax—\$4 per person, per day—that would generate \$320 million for construction of a baseball stadium downtown.

Carnival Chairman Mickey Arison's basketball team, the Miami Heat, plays in a new arena "operated through a tax on hotel visits," the newspaper noted. However, a Carnival spokesman told the *Herald* that the proposed cruise ticket tax is "absolutely preposterous."

The levy would partially fund a ballpark for the Florida Marlins, with the club paying an estimated \$80 million.

Rank-and-File Financial Committee Approves Union's Records for 1999



Seafarers who were elected to the annual financial committee review the union's 1999 financial records.



Serving on the committee were (from left) OMU DeCarlo Harris, Chief Steward Donald Mann, FOWT Melvin Grayson, Recertified Bosun Dan Marcus, SA James Simms, QMED John Smith and AB Joseph Riccio. Pictured with them is SIU Secretary-Treasurer David Heindel (far right).

A committee of rank-and-file members, elected by their fellow Seafarers during last month's union meeting in Piney Point, Md., has reviewed the SIU's financial records for 1999 and found them in good order.

Each department was represented on the committee. Serving were Recertified Bosun Dan Marcus, AB Joseph Riccio, QMED John H. Smith, FOWT Melvin Grayson, OMU DeCarlo Harris, Chief Steward Donald Mann and SA James Simms.

"We find that the headquarters of the union is taking all steps possible to safeguard union funds and to see that the disbursements of the union are in accordance with the authority delegated to them and that, at the same time, there is a striving effort to increase day-to-day efficiency of our operation," the committee noted in its report.

The use of an annual financial committee is required by Article X, Section 15 of the SIU Constitution. It reads: "The Annual Financial Committee shall make an examination for each annual period of the finances of the Union and shall report fully on their findings and recommendations."

American Classic Announces 'Milestones' In Revitalization of U.S. Passenger Fleet

1st Hull Complete for Coastal Cruise Ship; Expansion Means New SIU Jobs On Horizon

SIU-contracted American Classic Voyages last month announced what it described as "several milestones in (the company's) plan to introduce six new vessels over the next four years," augmenting its position as the largest owner and operator of U.S.-flag, U.S.-crewed passenger vessels.

For Seafarers, the news bodes well for job opportunities—beginning next month, with the scheduled start of *Columbia Queen* riverboat vacations in the Pacific Northwest. The new 161-passenger vessel, slated to sail on May 26, is part of the fleet operated by American Classic subsidiary Delta Queen Steamboat, also an SIU-contracted company.

Meanwhile, the hull has been completed in Jacksonville, Fla. for the first 226-passenger ship in Delta Queen's new "coastal voy-

ages" fleet, and construction of the second hull is under way. The line—ultimately to include five vessels—will begin operations next year.

American Classic also announced that Independence Day weekend "will mark the start of fabrication of the first of two 1,900-passenger vessels (the company) is building under the historic Project America initiative to help revitalize the U.S. shipbuilding industry, create more than 5,000 American jobs, increase U.S. tax revenues and expand consumers' leisure travel options."

These two deep-sea vessels are being built in union-contracted Litton Ingalls Shipbuilding in Pascagoula, Miss. The ships (operating under the banner of United States Lines) are scheduled to sail around Hawaii beginning in 2003 and 2004, respectively.

As part of that same program, the *Patriot* (formerly Holland America's *Nieuw Amsterdam* and acquired last year by U.S. Lines) is expected to begin Hawaiian Island cruises in December. The ship can transport more than 1,200 passengers.

Finally, American Classic reported that November 11 has been scheduled as the first departure of the SIU-crewed *SS Independence* from its new home port of Kahului, Maui. Currently, the *Independence* utilizes Honolulu as its home port.

"American Classic Voyages remains committed to the U.S.-flag fleet," noted SIU President Michael Sacco. "This company is another example that the maritime revitalization program initiated in the mid-1990s is paying dividends in new vessels and new jobs for American mariners."



The first hull is complete for Delta Queen's new fleet of coastal passenger ships, which will sail along the Atlantic, Gulf and Pacific coasts.

First Orca-Class RO/RO Expected by Summer 2002 TOTE Provides More Information on New Jones Act Vessels

Seafarers may see the first of two Orca-class roll-on/roll-off vessels operated by Totem Ocean Trailer Express (TOTE) as early as the summer of 2002, according to the company's president and CEO, Robert P. Magee.

Speaking before the Washington, D.C. Propeller Club on February 29, Magee updated maritime industry and government officials on the progress of the new vessels, announced in the January issue of the *Seafarers LOG*.

TOTE plans to build at National Steel and Shipbuilding Company in San Diego two RO/ROs for the Jones Act fleet. They will sail between the Pacific Northwest and Anchorage, Alaska. The ships will be the first non-military containerhips or RO/ROs built in an American yard since the *R. J. Pfeiffer* came out in 1992.

Magee told the audience the company is fully involved in the engineering phase of design. He expects the first steel to be cut by spring 2001.

"We look forward to these vessels serving the people of Alaska soon," Magee stated.

He revealed more details about the vessels during his address,

including several planned "redundancies." With this, maintenance can be performed on one unit while another is working. He added TOTE is doing this because the ships operate more like a cruise vessel as they are never shut down in order to keep the seven-day round-trip schedule.

Each will be powered by diesel electric plants, with four main engines and two auxiliary units. Each will have two electric motors, dual rudders and twin propellers. The power plants are designed to be the cleanest burning available in today's market.

The two RO/ROs will be 839 feet long and have beams of 118 feet. The three vessels already in the TOTE fleet are 790 feet long with 105-foot beams. One of the necessary design features for the new ships is they must fit the terminals already being used by TOTE.

The ships will incorporate other environmentally secure systems, including a state-of-the-art sewage treatment plant and double-hulled fuel tanks that are not adjacent to the skin.

The Orca-class vessels will be able to hold more than 600 trail-

ers/containers and 200 automobiles as opposed to the nearly 400 and 110 respectively on TOTE's present ships. The new RO/ROs will feature 12 internal ramps compared with five on the three that are sailing. The deck configuration will allow the new ships to handle trailers ranging from 30 to 70 feet.

The bows will feature a "whale-back" design to protect containers on the deck from high seas. The hulls will be ice-belted to provide additional protection in Cook Inlet during winter.

Magee pointed out TOTE is the first of several shipping companies considering an update of

their Jones Act fleets. He said this points to an even stronger U.S.-flag merchant fleet for the new century.

(The Jones Act, part of the 1920 Merchant Marine Act, is the nation's freight cabotage law. It states that any cargo moved between two domestic ports must be carried aboard U.S.-crewed, U.S.-built and U.S.-flagged vessels.)

TOTE operates three SIU-crewed vessels—the *Great Land*, the *Northern Lights* and the *Westward Venture*. TOTE is a subsidiary of Saltchuk Resources, Inc.

Please be advised that SIU headquarters and all SIU hiring halls will be closed on Monday, May 29, 2000 for the observance of Memorial Day (unless an emergency arises). Normal business hours will resume the following workday.

Administrative Task Force Finds USCG Missions Vital for New Century

An interagency task force assigned to look into the needs of the U.S. Coast Guard into the 21st century has found "that the nation has an enduring need for a Coast Guard, specifically for a Coast Guard in the deepwater environment, that there is a near term requirement for re-capitalization and that the Coast Guard's Deepwater Capabilities Replacement Project should continue to be pursued."

Transportation Secretary Rodney Slater issued the report in late February in conjunction with a speech by Coast Guard Commandant James Loy to the National Press Club in Washington, D.C. on February 24.

Admiral Loy updated the media and others from the maritime industry on the role of the Department of Transportation agency and how it is being prepared for the future.

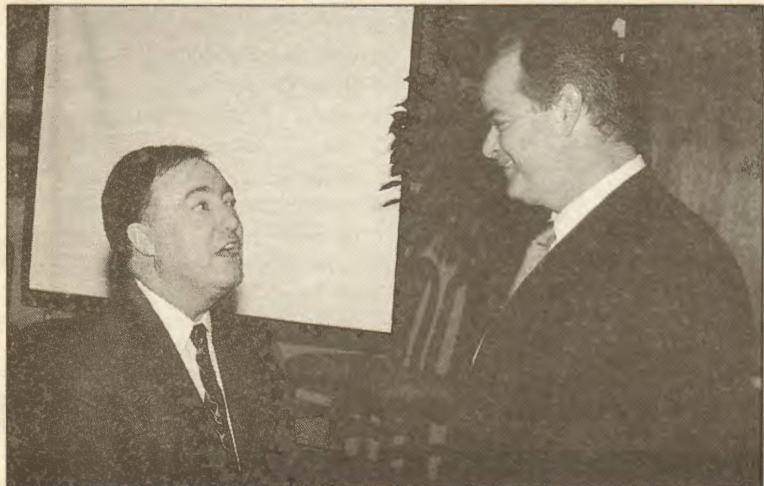
Deputy Secretary of Transportation Mort Downey served as chair for the 16-member task force composed of representatives from various federal departments and agencies as well as the White House. The group, appointed by President Clinton in 1999, was charged with answering if the nation requires a Coast Guard to operate in the deepwater environment. It analyzed the agency's missions through the year 2020. This was the first administrative-level survey of the agency in almost 20 years.

In the summary of his task force's report, Downey stated, "Our findings reinforced the value

of a multi-missioned Coast Guard with regulatory, law enforcement, and humanitarian-focused emergency response authority, and military capability that offer this and future administrations a highly motivated, cost-effective service with the demonstrated competence to meet changing national priorities."

The task force agreed to a series of conclusions that underscore the need for the Coast Guard and the support the agency will require to meet the challenges of 2020:

- the Coast Guard's roles and missions support national policies and objectives that will endure into the 21st century;
- the United States will continue to need a flexible, adaptable, multi-mission, military Coast Guard to meet national maritime interests and requirements well into the next century;
- in order to hedge against tomorrow's uncertainties, the Coast Guard should be rebuilt so as to make it more adaptable;
- the Coast Guard should continue to pursue new methods and technologies to enhance its ability to perform its vital missions;
- the re-capitalization of the Coast Guard's deepwater capability is a near-term national priority; and
- the deepwater acquisition project is a sound approach to that end and the interagency task force strongly endorses its process and timeline.



TOTE Pres. and CEO Robert Magee (left) updates SIU Asst. VP Contracts George Tricker on the progress of the two new Jones Act RO/ROs planned for Alaskan service.

'He Earned the Respect of All'

Building Named in Leon Hall's Memory



Enjoying a reception following the ceremony at the SIU hall in Mobile, Ala. are Electrician Joe Barry, his wife, Sherry, and their son, Joe Barry Jr.



Among the more than 150 people attending the ceremony are (from left) OMU Percy Payton, Jacksonville, Fla. Port Agent Tony McQuay and retired Steward Tobe Dansley.



Pictured at the counter are (from left) SIU employee Alicia Lorge, Recertified Steward Albert Coale and retired Steward Herbert Scypes Sr.

More than 150 active and retired Seafarers and their families recently gathered at the SIU hall in Mobile, Ala. to celebrate the memory of Leon Hall, former vice president of the union's Atlantic Coast region.

In what is believed to have been an unprecedented ceremony, the building was named in memory of Hall, a charter member of the union, who passed away in 1992 at age 72. No other SIU hall has been dedicated in someone's memory.

The hall now features a large photo of Leon Hall and a plaque of remembrance.

"Leon was a mentor to the next generation of union officials," said SIU President Michael Sacco during the February 25 ceremony. "He reminded all of us who worked with him to always respect the brothers and sisters who make up this union. He drilled into us the need to do our homework and always be prepared when we boarded a ship, because the members were counting on us."

At least 20 members of Hall's family attended the assembly, including his two sisters.

"The comments from everyone who attended were so positive," noted Ed Kelly, the SIU port agent in Mobile. "It couldn't have gone any better."

Hall, always an extremely popular union brother, worked every shipboard job in the galley, becoming a chief steward. In the early 1960s he came ashore to work with the union's Maritime Advancement Program, the SIU's early upgrading and refresher training operation.

From there, he served the membership in various posts including San Francisco port

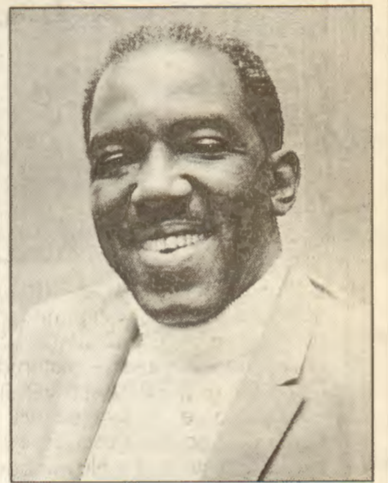
agent, New York port agent and headquarters representative. In 1979 he became Atlantic Coast vice president, a position to which he was re-elected in every union balloting until his retirement in 1988.

Never short of conversation, he affectionately was nicknamed "Radio" by his union brothers and sisters.

"Leon truly cared about his fellow Seafarers," observed Sacco. "He earned the respect of all."

AB Herbert Scypes Jr. provided four photos accompanying this article along with two on the front page.

The memorial plaque reads as follows: "Leon Hall was a true believer in helping others. He was an advocate, teacher, listener, mentor, supporter—in other words, a union brother in every sense of the word. While he fought to improve the working



Leon Hall served the membership in many union posts, including Atlantic Coast vice president.

conditions for all Seafarers, his heart always remained in Mobile. Brother Hall charted the course that many others followed in the SIU."



SIU President Michael Sacco (second from left) is pictured with retirees (front, from left) Sonny Rankin, Sacco, Y. C. McMillan, Herbert Scypes Sr., Herbert Hollings, (back) Nick Juzang and Eddie Bowers.

SIU Boat Operator Rescues Fisherman

Editor's note: SIU member Richard Williams, second assistant engineer on the NATCO dredge Manhattan Island, submitted the following article.

On the morning of March 10, the crew boat *Columbia River*—operated by Seafarer Dennis Johnston—was doing a routine survey of the San Juan, P.R. entrance channel.

The *Columbia River* is working with the SIU crewed hopper dredge *Manhattan Island*, which is contracted to deepen and widen the entrance channel.

San Juan is well known for its onshore swells and heavy surf.

Aboard the *Columbia River*, Johnston and Don Smith, a field engineer for NATCO, sighted a sport fisherman caught in the trough and waving frantically. Initially the fisherman was moving in and out of sight due to the heavy swell. It appeared his engine lost power and he was rapidly heading toward the rocks.

Captain Johnston immediately suspended the survey to investigate. Sea conditions made it impossible to go full speed; by

the time the *Columbia River* arrived, the fisherman was only about 25 to 50 feet from the rocks.

Now the crew boat was in danger of going aground; but Smith threw a line to the boat—aptly named *Hijo Afortunado* or *Fortunate Son*—and safely towed it to a nearby marina.

Approximately one-half mile away was a runaway-flag vessel that had been aground for several months. If the crew boat had arrived a minute later, the all-fiberglass *Hijo Afortunado* would have suffered the same fate.

The fisherman praised Johnston and Smith for their assistance and courage.

Captain Steve Taylor saw the rescue from the *Manhattan Island*.

"If he had gone up on the rocks, there's no telling if anyone would have found him," he said. "His boat would have crunched like potato chips."

"He's lucky, because we don't survey there every day and (Johnston and Smith) were the only guys around for miles."

NATCO Crews Ratify 3-Year Contract

By a vast majority, SIU members sailing aboard NATCO dredges have approved a new three-year contract featuring numerous gains.

"We're all pretty excited about it," said Captain Steve Taylor aboard the *Manhattan Island*.

"Everybody's happy with it," observed AB/Dragnetter Ray Maddock, who served on the negotiating committee. "Primarily, what the guys were asking for were more benefits for their dependents, a higher pension and pay raise. We achieved all of those goals, along with others. We got everything the members asked for, plus a few other gains they (initially) weren't even aware of."

Also serving on the committee, which negotiated the contract in early March, were Mike Horn, Dale McKelvie, Jeff McCranie, SIU Asst. VP Contracts George Tricker and SIU Ft. Lauderdale, Fla. Port Agent Ambrose Cucinotta.

Captain Phil Kleinebreil said everyone on the *Northerly Island* approved the contract. "Everybody is very satisfied," he noted.

Among other gains, the pact calls for a 3-percent wage increase each year of the contract;

doubles the optical benefit for members and their dependents; doubles the death benefit; and adds prescription coverage for dependents.

It also stipulates additional pension credits; increases vacation benefits; and adds NATCO crews to the Seafarers Money Purchase Pension Plan.

"I think it's a good one. I was happy with it," said Horn. "I've been through this procedure a few times now, and every time it's been an education. We tried really hard this time to educate the crews about all the gains that were made, because some of the background information isn't necessarily incorporated into the printed version of the contract."

Both Horn and Maddock credited Tricker and Cucinotta for their efforts.

"This was my first time on the bargaining committee, and it was a worthwhile experience," stated Maddock, whose wife is a shop steward for the Office and Professional Employees International Union. "Both George and Ambrose were invaluable. They're professionals and they're good guys."

He added that both the SIU crews and the company are work-

ing to ensure NATCO crews may take advantage of the curriculums available at the Paul Hall Center for Maritime Training and Education, including various classes based at the Joseph Sacco Fire Fighting and Safety School.

ITF Assists Stranded Mariners

Continued from page 2

flag nations. More than a half-century ago, U.S. maritime unions called them runaways because of their use as a device for shipowners to pay a fairly nominal fee to the government of a non-maritime nation seeking to raise revenue. The shipowners then escape from a maritime nation's safety regulations, procedures and inspections, tax laws and higher wages—mostly by insulating themselves with often unscrupulous managers and registries.

The ITF comprises more than 500 unions from approximately 130 countries.

Houston Seafarers Meet With Rep. Green



U.S. Rep. Gene Green (top photo, standing) earlier this year attended a membership meeting at the SIU hall in Houston, where he emphasized to Seafarers his strong support of the U.S. merchant marine. Green—pictured with (from left) SIU VP Gulf Coast Dean Corgey, SIU Asst. VP Jim McGee and SIU Representative Kenny Moore—reiterated his backing of the Jones Act and the Maritime Security Program. He also encouraged members to register and vote in the November elections.



Amsea Offers Retroactive Adjustments for RRF Crew Members

Amsea has joined the list of Ready Reserve Force (RRF) vessel operators providing EPA wage adjustments to Seafarers working aboard its contracted ships.

SIU Vice President Contracts Augie Tellez reported the company will provide the adjustment retroactive, in some cases, to July 1998.

Tellez noted the problems concerning the EPA pay scales go back to complaints filed in July 1998 about the bidding procedure used by the U.S. Maritime Administration (MarAd) in awarding new three-year contracts for RRF ships. When MarAd rescinded the awards announced the previous month, it extended the contracts for those companies already managing the vessels. Since that time, MarAd has been working to correct the problems discovered within its bidding procedures. New awards are expected to be announced later this year.

The SIU-contracted vessels covered under the Amsea announcement include the *Cape Jacob*, *Cape John*, *Cape Johnson*, *Cape Juby*, *Cape Lambert*, *Cape Lobos*, *Cape Nome*, *Cape Washington*, *Cape Wrath*, *USNS Curtiss* and *USNS Wright*.

The RRF fleet provides surge shipping for the U.S. armed forces. The ships are owned by the government but operated by private companies that employ U.S. merchant mariners. The vessels, which are kept in various states of readiness, include tankers, roll-on/roll-offs, breakbulk and auxiliary crane ships.

Pres. Jackson Crew Discusses Merger



Earlier this year, Seafarers aboard the *President Jackson* in San Francisco discussed the proposed merger of the NMU into the SIU. Pictured in the galley are (from left) SIU San Francisco Port Agent Nick Celona, Recertified Steward Terry Allen, Assistant Cook/Utility Mary Lou Lopez and SIU VP West Coast Nick Marrone. As reported in last month's issue of the *Seafarers LOG*, members from both unions overwhelmingly voted in favor of full merger talks.

Supreme Court Rules State Oversteps Jurisdiction Regarding Tanker Regs

By a unanimous vote, the U.S. Supreme Court declared the state of Washington had overstepped its jurisdiction in imposing stricter tanker regulations than those implemented by the federal government.

Justice Anthony M. Kennedy delivered the decision in the case of *United States v. Locke* on March 6. In his statement, Justice Kennedy wrote, "Washington's regulations regarding general navigation watch procedures, crew English skills and training, and maritime casualty reporting are preempted by the comprehensive federal regulatory scheme governing tankers."

Kennedy added, "The state has enacted legislation in an area where the federal interest has been manifest since the beginning of the republic and is now well established.... Only the federal government may regulate the design, construction, alteration, repair, maintenance, operation, equipping, personnel qualification and manning of tankers. Congress has left no room for state regulations of these matters."

The case was remanded to the lower courts to consider whether other standards, such as lookouts

in times of restricted visibility, may be allowed because of "peculiarities" within Washington state's waterways.

It was brought to the U.S. District Court in 1996 by the International Association of Independent Tanker Owners (INTERTANKO) after the Pacific Northwest state passed laws requiring tankers entering the state's waterways to meet its stricter regulations than those implemented by the federal Oil Pollution Act of 1990. Those regulations dealt with watch policy, English-speaking requirements, spill reporting and additional training and drills. INTERTANKO challenged the legislation as unconstitutional because it superceded federal law.

After the district court ruled in favor of the state, INTERTANKO appealed. The United States intervened on the side of INTERTANKO, claiming the district court failed to give sufficient weight to the foreign affairs interests of the federal government. Despite the involvement of the government, the appeals court found in favor of the state.

The case moved to the Supreme Court and was heard December 7, 1999.

AFL-CIO Continues Push for Global Economic Fairness

Following its peaceful march through the streets of Seattle last December to call attention to the needs of workers in the global economy, the AFL-CIO is pushing forward with its campaign for global fairness.

The national labor federation's executive board endorsed a statement during its meeting in February to educate both union members and the general public on how the global economy affects everyone, to push for stronger human rights and worker rights language in trade agreements, to establish international solidarity with workers in emerging nations and to hold multinational corporations accountable for their efforts to speed the race to the bottom.

One of the AFL-CIO's immediate objectives is to stop legislation that would grant permanent normal trade relations to China. Congress is considering a measure that would end the yearly review for such trade status for China. The measure has the support of the White House.

In its effort to show why China should not be granted permanent normal trade relations, the AFL-CIO referred to a U.S. State Department report issued February 25 that stated the Asian nation's "poor human rights record deteriorated markedly throughout the year, as the government intensified efforts to suppress dissent."

The report detailed extensive human rights abuses, including



AFL-CIO Pres. John Sweeney updates the Maritime Trades Dept. executive board on the labor federation's campaign for fairness in the global economy.

continued or further tightened restrictions on freedom of religion, association, movement, speech and the press.

Among the facts listed by the State Department to support its contention were:

- extrajudicial killings, torture and mistreatment of prisoners, forced confessions and denial of due process;
- by the end of 1999, almost all key leaders of the opposition China Democracy Party were in prison or custody;
- thousands of members of the Falun Gong spiritual movement were detained after the movement was banned in July; and
- violence against women which included forced abortions and

forced sterilization as well as trafficking of women and children.

After the State Department report was released, AFL-CIO President John Sweeney said, "Year after year, report after report shows that China has no intention of abiding by the most basic rules of the international community. Our growing trade relationship with China has not encouraged China to clean up its act, despite what supporters of permanent free trade status claim."

Polling conducted by the AFL-CIO since the first of the year revealed nearly 70 percent of American voters reject the idea that "the best way to improve human rights is not to restrict trade, but to engage China and include it in important international bodies, such as the World Trade Organization." The polls also showed Americans dismiss the idea that permanent trading status for China would expand exports and create good jobs in the U.S.

Sweeney further noted, "China—which has not yet ratified the two United Nations covenants on human rights it agreed to sign before President Clinton's trip to China in 1998—has broken every trade agreement it has signed with the United States over the past 10 years."

The affiliated unions of the AFL-CIO, which includes the SIU, represent more than 13 million workers.

Hvide Marine Founder Dies

Hans J. Hvide, founder of Hvide Marine Incorporated, passed away March 16 after a 10-month fight with heart disease. He was 83.

Hvide Marine owns the five SIU-crewed "Double Eagle" tankers—the *HMI Ambrose Channel*, *HMI Diamond Shoals*, *HMI Cape Lookout Shoals*, *HMI Nantucket Shoals* and the *HMI Brenton Reef*.

Hans Hvide had a long and distinguished career in the maritime industry, retiring in 1994. He is credited with initiating the first roll-on/roll-off operation in the United States, in the early 1950s. He founded several maritime companies, including American Overseas and Chartering Corp. (1945), and Port Everglades Towing Co. (1958), the forerunner to Hvide Marine.

The *Miami Herald* described Hvide as a

"maritime pioneer" who "helped mold Port Everglades with his inventiveness, will and philanthropy."

His son, Erik, who served as president of Hvide Marine for five years, told the newspaper, "Whether it was a deckhand or a cook, a captain or a manager, he always had time for people and a sincere interest for them. He believed in people and was very idealistic."

Hans Hvide was born in 1916 in Bergen, Norway to a ship-owning family. He graduated from Bergen Commercial College in 1935 and immigrated to the United States five years later.

During World War II, Hvide was an executive with the Norwegian Shipping and Trading Mission in New York, which was charged with the operation of the Norwegian merchant fleet.

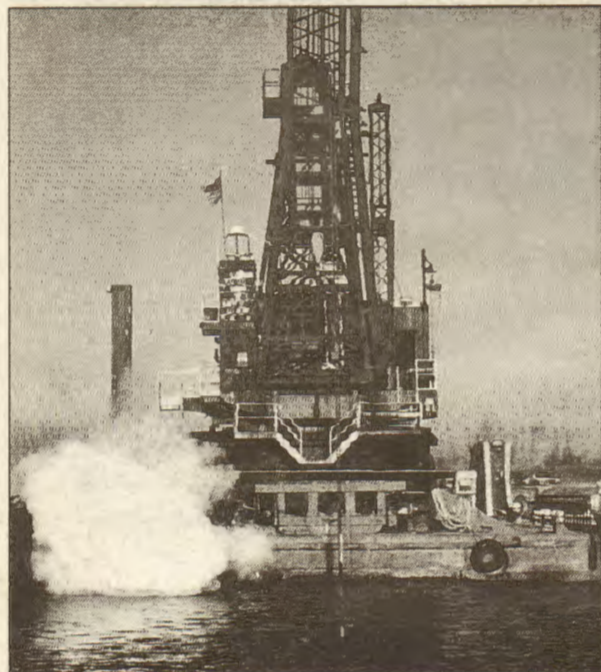
Great Lakes Fitout



Wheelsman Joseph Boyer
Richard Reiss



QMED Eugene Hayes
J.A.W. Iglehart



The dredge *Luedtke* gets to work.

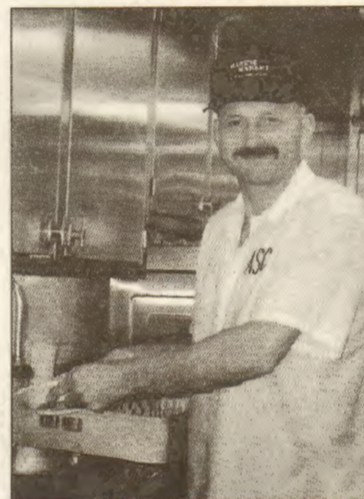
After a fairly mild winter, Great Lakes Seafarers are getting an early start on the 2000 navigation season.

The *Southdown Conquest* was the first laker to fit out; the cement carrier departed February 7 from Chicago bound for Charlevoix, Mich. Full crews also reported aboard the *J.A.W. Iglehart* and *Alpena* in mid-March to inspect their boats and get them in tip-top condition for the heavy loads ahead.

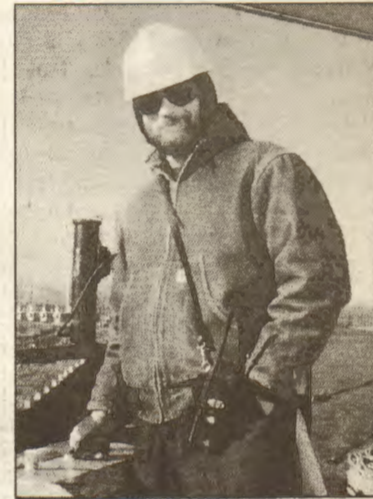
The opening of the Soo Locks in Sault Ste. Marie, Mich.—traditionally marking the beginning of a new sailing season—took place at the end of last month, and most of the other SIU crewed lakes vessels began their routes at that time as well.

SIU representatives met with Seafarers aboard many of the vessels at fit-out and provided the photographs on this page.

They noted that while no ice remains on the lakes, the water levels are still very low.



Porter Gary Lipczynski
American Mariner



Wheelsman Kenneth Bluit
American Mariner

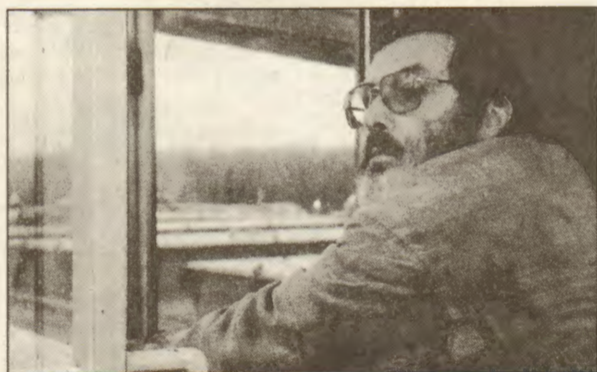
Right: AB Watchman Jeff Lalond
Richard Reiss



Bosun Herb Shiller
J.A.W. Iglehart



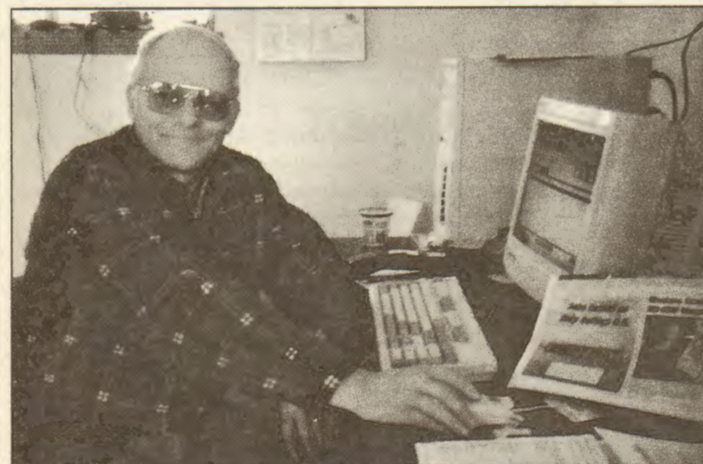
A Great Lakes tug in Toledo helps break ice for the *American Republic*.



Watchman Leonard Thomas
American Mariner



AB Vladislav Pitsenko
J.A.W. Iglehart



Deckhand Lorry Wilcox
Luedtke Engineering Co.

Right: QMED Tracy Ribble
J.A.W. Iglehart



Second Cook Raymond Maynard
American Mariner

Recertified Stewards Encourage Apprentices

The message may not be new, but its tremendous importance to SIU members also is intact.

In what has become an unofficial tradition, 10 graduating members of the recertified steward class last month urged unlicensed apprentices at the Paul Hall Center for Maritime Training and Education to take full advantage of the opportunities available through the school and the SIU.

The stewards—Robert Haggerty, Martin Buck, Abraham Martinez, Anthony St. Clair, William McGee, Charles Roldan, Randy Stephens, Richard Riley, Jeanette Montgomery and Kevin Marchand—addressed the apprentices and fellow Seafarers during the March membership meeting in Piney Point, Md.

The recertified stewards also complimented the school's instructors and staff, crediting them with maintaining a comfortable but professional atmosphere that promotes learning.

Recertification, a five-week curriculum, is considered the top class offered to members of the steward department.

Head Start

Marchand, who sails from Port Everglades, Fla., let the apprentices know "what a head start you have." He recalled that his first deep-sea voyage (1978) occurred only because an officer literally shanghaied him to a non-union ship.

"Things were very different

then," said the 38-year-old Seafarer. "Today, the unlicensed apprentices have a wonderful program here. I encourage you to ask questions and be careful in foreign ports. Good luck!"

Haggerty, 36, whose home port is Tacoma, Wash., told the apprentices that this shouldn't be their only trip to the Paul Hall Center.

"I can't urge you enough to keep upgrading. Keep current and you'll have no problem shipping," he stated.

St. Clair, McGee and Stephens each reminded the apprentices that their safe, productive work aboard ship will help determine future continued employment opportunities for Seafarers.

"It's important to do a good job when you're out there," observed Stephens, 45, who sails from the port of Houston.

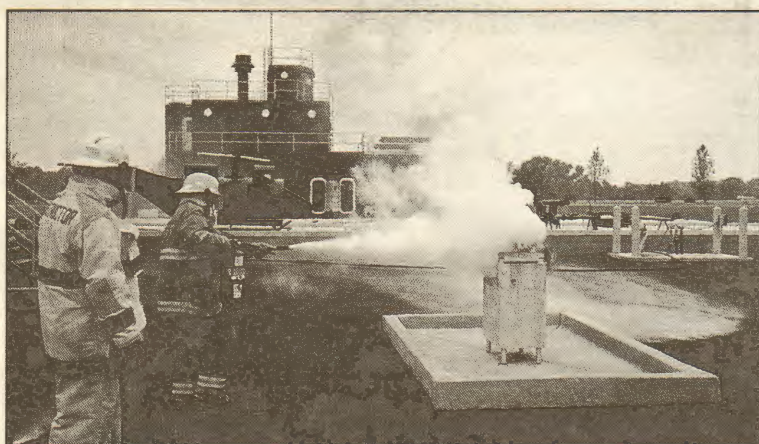
"When you get to sea, work hard and do your job," said the 46-year-old McGee, whose home port is Jacksonville, Fla. "Stick with the course and come back to Piney Point to upgrade as soon as possible."

"It may seem obvious, but the best thing you can do for yourself and your union is to do a good job," explained St. Clair, 43, who sails from the port of Houston. "And come back to upgrade. The staff here works hard for our benefit."

'Holding the Future'

Riley, 49, emphasized the impact the apprentices can have.

"You hold the future of our



Part of the class took place at the Joseph Sacco Fire Fighting and Safety School, located near the Paul Hall Center's main campus. Several stewards said they were impressed by the facility's very modern and maritime-specific equipment. The fire fighting school opened last summer.

Apprentices Earn GEDs



Because academic studies can help Seafarers be more proficient in their work at sea, the Paul Hall Center for Maritime Training and Education offers such instruction in addition to vocational courses. Two unlicensed apprentices recently took advantage of the center's GED program, and they received diplomas during the March membership meeting in Piney Point, Md. GED graduates Steve Pollard (second from left) and Phillip Hartline (right) are pictured with SIU Secretary-Treasurer David Heindel (left) and SIU VP Contracts Augie Tellez.



The SIU's newest recertified stewards are pictured with SIU VP Contracts Augie Tellez (top photo, fourth from left) and (bottom photo) SIU Director of Legislative Affairs Terry Turner (right, standing). Completing the five-week curriculum were Richard Riley, Anthony St. Clair, Abraham Martinez, Robert Haggerty, Kevin Marchand, Jeanette Montgomery, William McGee, Charles Roldan, Randy Stephens and Martin Buck.

union in your hands," declared Riley, who sails from the port of Honolulu. "Please don't drop the ball. We have the best educators here at the school; take advantage of it. There are more and more (industry) regulations to come, so stay current by upgrading."

"And remember this: 'Safety First' will protect you and your family."

Others in the recertification class mentioned various aspects of the curriculum, with several pointing to the Joseph Sacco Fire Fighting and Safety School as an invaluable addition to the Paul Hall Center.

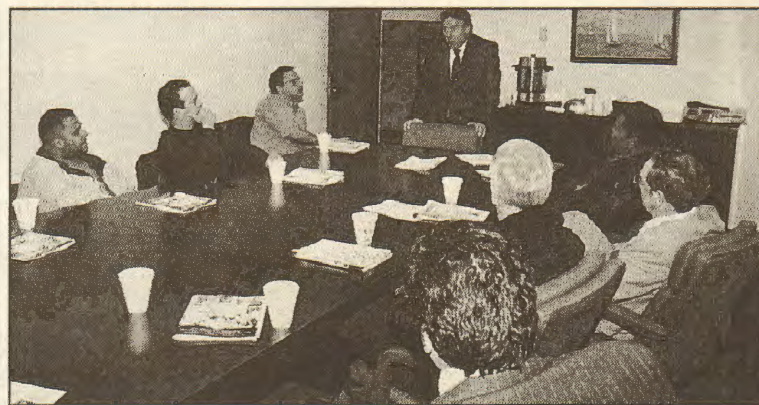
Montgomery, 35, praised the Paul Hall Center's culinary staff, whom she described as "outstanding." She said the recertification students enjoyed a natural camaraderie and "good communication" throughout the class.

Montgomery, whose home port is Tacoma, Wash., also said she enjoyed the upgraders' meeting with SIU Vice President Contracts Augie Tellez and SIU Assistant Vice President Contracts George Tricker at the union's headquarters, located in Camp Springs, Md.

Martinez, 43, credited the union and the school for offering a worthwhile class and a solid career path.

"I'm proud to be an SIU member and I thank (SIU President) Mike Sacco and his staff," noted Martinez, who sails from the port of Jacksonville.

Buck, 42, who also sails from Jacksonville, commended "the



officials at headquarters and at Piney Point. I can't thank you enough. Keep up the good work."

Roldan, 30, whose home port is New York, described the course as "very rewarding. I thank everyone involved."

Among other studies, the course included various lessons in the galley labs, training at the new fire fighting and safety school, a trip to AFL-CIO headquarters in Washington, D.C. and a visit to SIU headquarters.

Boeing Strike Ends Workers Approve 3-Year Pacts

Union engineers and technical workers at Boeing Corp. declared "a huge victory" as they returned to work last month in Puget Sound, Wash., following what is believed to be the largest white-collar strike in U.S. history.

The workers on March 19 approved separate three-year contracts covering 22,352 members of the Society of Professional Engineering Employees in Aerospace (SPEEA). SPEEA is an affiliate of the International Federation of Professional and Technical Engineers.

The contracts, each approved by more than 70 percent of those voting, call for annual wage increases and health benefits for dependents, among other gains. The union also triumphed when Boeing dropped its demand that workers pay part of their health insurance premiums.

"We plan to march back in just as we left—as a group together," the union said in a statement. "This is a huge victory for SPEEA. We thank every person who played a part in making our strike work—the members on the picket line, the volunteers, the staff, other labor unions and the community at large."

AFL-CIO Secretary-Treasurer Richard Trumka, who led the crucial final days of bargaining before the settlement, stated that because of this outcome, "Millions of white-collar and professional workers in our country now know they can build a better future for their families by joining

and forming unions."

An estimated 17,000 workers walked off their jobs on February 8, following nine months of contract negotiations. In a resolution supporting the workers, the AFL-CIO pointed out that Boeing "refused to engage in meaningful negotiations on economic items despite the company's record profits and aggressive acquisition strategy. Boeing (also) threatened to retaliate against employees who engage in their right to strike.... Boeing disciplined the engineers' bargaining chairman for expressing the employees' point of view to the press."

The company's penultimate contract offer included major concessions on employees' benefits and was rejected by a nearly unanimous vote. A subsequent offer was rejected, largely because of wages.

Days before the strike began, federal mediators intervened and brought the parties back to the bargaining table. However, the company flatly refused to improve its offer and the mediator halted negotiations.

Under terms of the settlement agreement, union members will return to the same jobs they held prior to the strike. Boeing and SPEEA "mutually pledge to return all operations back to normal at the earliest possible time," the union noted.

The new contract also includes a "partnership agreement" aimed at "rebuilding the relationship" between Boeing and the workers.

ITF: Stop Blacklisting Filipinos

SIU Backs Mariners at Manila Demonstration

More than 1,000 mariners along with 118 International Transport Workers' Federation (ITF) inspectors marched through Manila to protest the blacklisting of Filipino seafarers who report ill treatment, dangerous working conditions and unpaid wages.

The late-February rally coincided with the biennial seminar for ITF inspectors from around the world. Don Thornton, the SIU's ITF inspector on the Great Lakes, represented the union at the five-day session.

The protest against the practice of blacklisting highlighted the ITF assembly. Despite sweltering temperatures, it lasted five

hours and covered three miles, including a lengthy stop at the Philippines Overseas Employment Agency (POEA—often the lone official source for seagoing jobs).

Several Filipino mariners told the crowd about the severe and unjust treatment they have endured because of blacklisting. ITF officials pointed out that the disreputable practice is widespread, but particularly acute in the Philippines.

A global federation of more than 500 transport-related unions (including the SIU), the ITF reported that the Philippines "is the world's largest supplier of

labor to the global merchant fleet, with some 200,000 individuals. Every year, ITF inspectors assist many thousands of Filipino mariners in recovering millions of dollars in unpaid wages, ensuring that the vessels they sail on are safe and that they are being fairly treated.

"However, more often than not those who contact the ITF for help are labeled as 'troublemakers.' Their names are added to blacklists held by manning agencies and watch-lists held by the POEA. As a consequence, many frightened mariners keep silent, leaving the way clear for unscrupulous shipowners to ignore even their most basic rights."

As one ITF representative put it, "When seafarers rightfully complain about safety standards, poor working conditions or unpaid wages, they should not be punished for life. Yet if a seafarer appears on a blacklist, their maritime career, often the only job open to them, is over."

"This immoral and illegal practice must be stamped out."

The ITF further charges that such blacklisting violates not only the rules of the International Labor Organization, of which the Philippines is a member, but also the Philippines Constitution itself.

According to press reports, Philippines Labor Secretary Bienvenido Laguesma, who spoke at the seminar, promised to investigate the ITF's complaints about blacklisting. Crewing agents also pledged their cooperation.



Upon learning of a strike by workers at the Manila Hotel—originally scheduled to host the five-day gathering—the ITF moved its seminar to a different location in the city. Above, Abdulgani Serang, a member of the National Union of Seafarers of India, blocks a truck from approaching the Manila Hotel.



Among the participants in the ITF meeting were (from left) Arthur Petipas, Don Thornton, Rick Esopa and Jose Ybarra. Thornton is the SIU's ITF inspector on the Great Lakes; the other three men are ITF inspectors for the NMU.



Some of the U.S.-based ITF inspectors who attended the seminar gathering for the rally.



More than 1,000 mariners marched through Manila to protest the blacklisting of Filipino mariners. The late-February event, conducted by the ITF, elicited promises from the local government and manning agencies to cooperate in solving the problem.



Crew Member Confirms Threat of Blacklisting

Lucio Degal knows all about the fear of being blacklisted.

He was part of the Filipino crew aboard the runaway-flag *Evangelos* late last year when the ship delivered foreign steel to Cleveland.

The crew sought ITF assistance when the ship arrived in Ohio in October. Inspectors quickly discovered that the mariners were owed more than \$100,000 in unpaid wages and were suffering from a severe lack of stores.

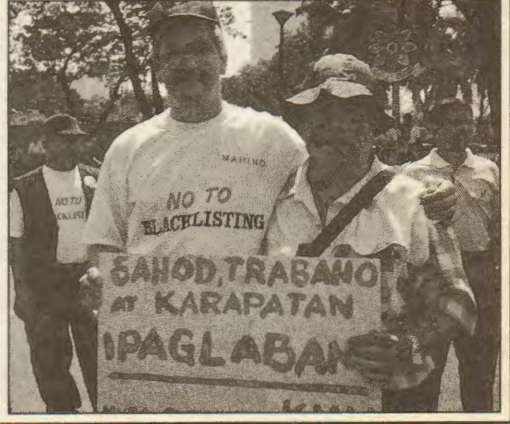
But the crew members, reportedly afraid of being blacklisted, rescinded their initial complaints asking for the ship's arrest. In fact, ITF inspectors

Don Thornton and Jim Given were told the captain of the Panamanian-flagged, Greek-owned ship ordered the mariners to sign papers indicating they already had been paid "if they wanted to continue sailing."

Only Degal refused to back down. He received \$5,000 in back wages, plus repatriation.

At the ITF rally in Manila, Degal recognized Thornton and shared new details about the *Evangelos* case. Degal, who repeatedly thanked the ITF for its assistance, insisted that the others withdrew their grievances because they were worried about blacklisting.

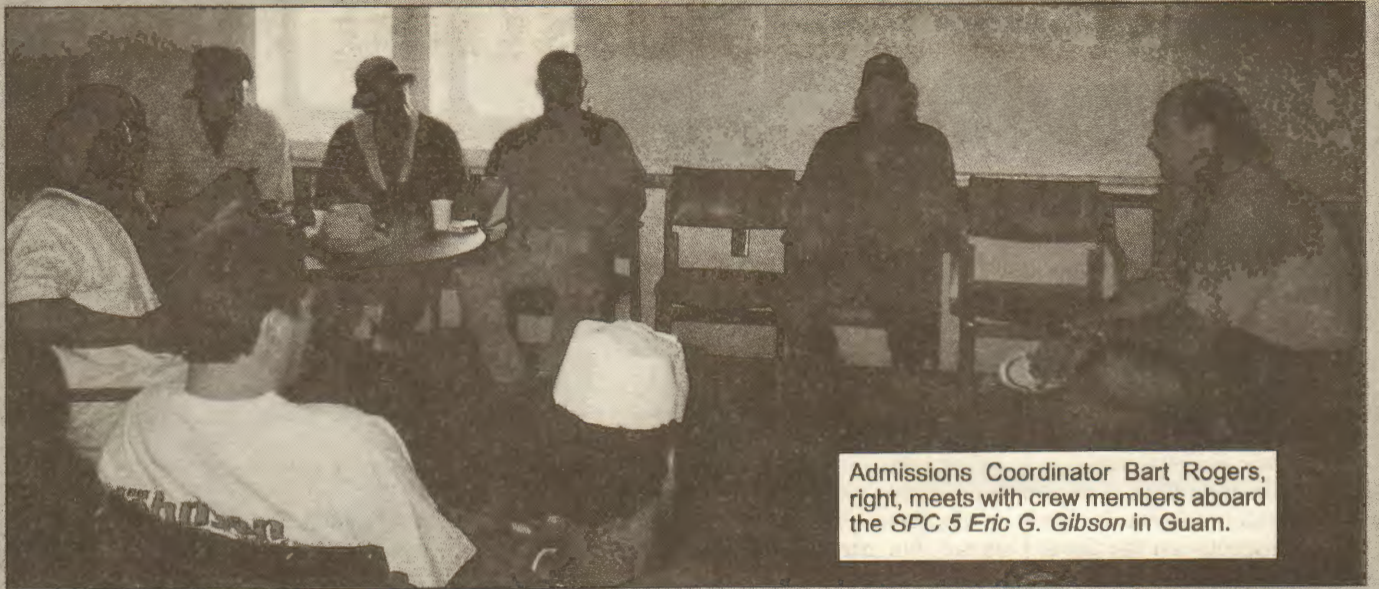
Lucio Degal (right) received his back wages, thanks to help from ITF inspectors Don Thornton (left), Jim Given and others. But the rest of the *Evangelos* crew members, afraid of being blacklisted, withdrew their complaints.



When representatives from the Paul Hall Center were in Guam last January to run a seminar aimed at establishing a system to boost enrollment by Chamorros (the people of Guam) in the unlicensed apprentice program at Piney Point, Md., they also took time to visit SIU-contracted ships stationed nearby—both on Guam and Saipan, two U.S. territories in the Western Pacific.

Paul Hall Center VP Don Nolan and Bart Rogers, the center's admissions coordinator, updated crew members on the latest union news, including the SIU-NMU elections and brought them recent copies of the *Seafarers LOG*.

The photos on this page show some of the meetings held aboard the *2nd Lt. John P. Bobo*, *SPC5 Eric G. Gibson*, *PFC Dewayne T. Williams* and the *1st Lt. Jack Lummus*.

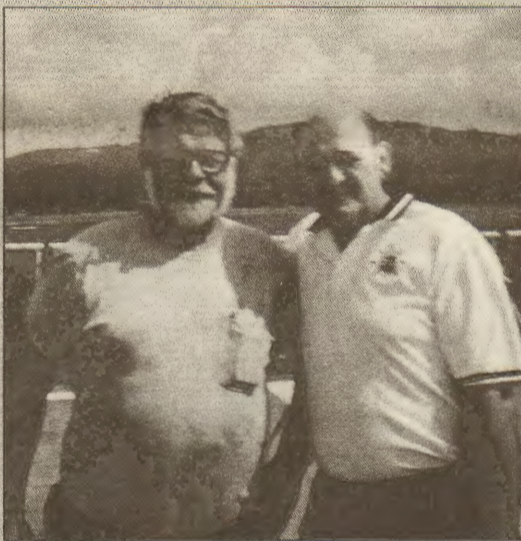


Admissions Coordinator Bart Rogers, right, meets with crew members aboard the *SPC 5 Eric G. Gibson* in Guam.

Meeting Seafarers Aboard Ships in The Pacific Ocean



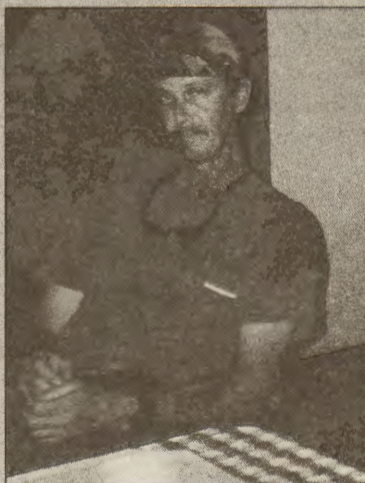
Paul Hall Center VP Don Nolan (left) shares some laughs aboard the *PFC Dewayne T. Williams* with crew members Scott Severet and Jose Irigoyen.



Paul Hall Center VP Don Nolan poses with (above left) SA Richard Gegenheimer and (above right) Bosun John Davis on the *Williams* in Saipan.



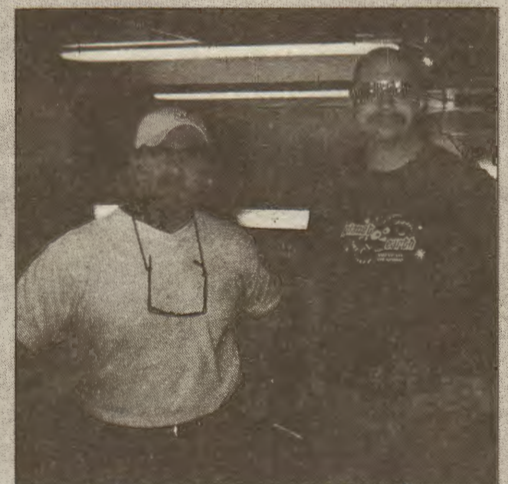
GUDE Ali Mohamed, left, and QE Kenneth Couture, right, listen to SIU representatives aboard the *Williams*.



Left: Two of the crew members on board the *1st Lt. Jack Lummus* in Saipan are Chief Cook Eric Loret and AB Robert Butler.



Above: Seafarers discuss life aboard the *Bobo* in Saipan with VP Don Nolan.



Right: Chief Steward Robert Firth (right) gets the latest union news when Admissions Coordinator Bart Rogers visited the *2nd Lt. John P. Bobo*.



Right: Preparing lunch for *Bobo* crew members is Cook/Baker Danelle Harvey.

Global Link Finishes Flurry of Five Repairs

The SIU-crewed *Global Link* recently concluded a busy stretch of five consecutive cable repairs lasting three weeks apiece.

Chief Steward Willie Crear reports that the vessel completed jobs near Florida, New York, the Bahamas and the mid-Atlantic shelf, "with more than 90 people on board for each trip. Whew! That was a lot of work."

The ship returned to its home port of Baltimore in late January—just in time for a spate of snow and ice that paralyzed the region.

Meanwhile, crew members in early March congratulated OS *Mary Bado* on successfully concluding her first voyage. A graduate of the unlicensed apprentice program at the Paul Hall Center for Maritime Training and Education, Bado signed off the *Global Link* and headed back to the school in Piney Point, Md. to upgrade to AB.

"We all love Mary and she has come a long way from apprentice to OS," noted Crear. "She is furthering her career by continuing the union tradition of improving oneself."

The steward department gave Bado a warm sendoff, preparing a banana-chocolate ganache cake with kirschwasser and chocolate-dipped strawberries. The *Global Link* is operated by Transoceanic Cablesip Co.



The *Global Link's* steward department had its hands full but got the job done during a recent stretch of five consecutive cable repairs. The ship carried more than 90 people for those voyages. Pictured from left to right (standing) are Chief Steward Willie Crear, SA Ali Akmar, SA Marcial Avila, (kneeling) Cook/Baker Radames Toro and SA Mauricio Martinez.

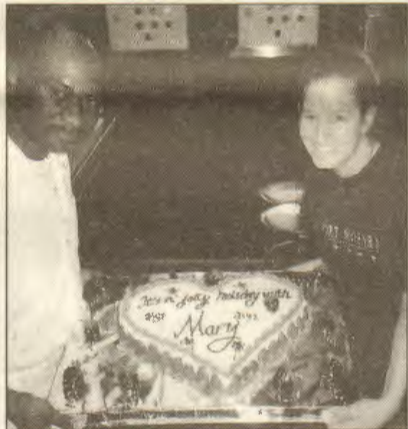
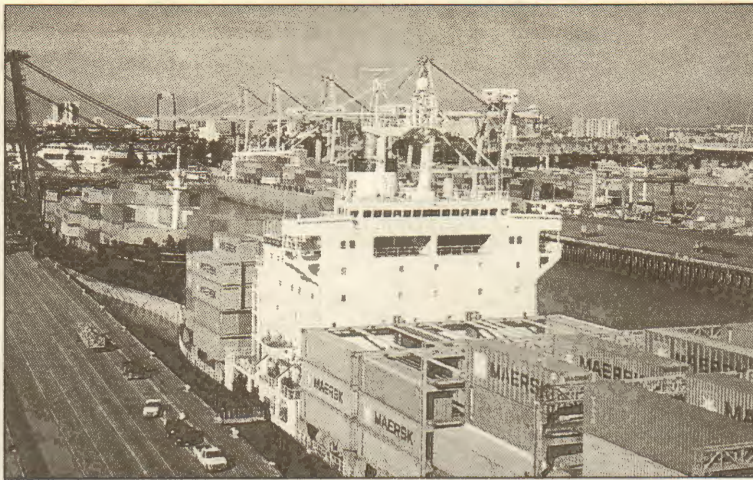
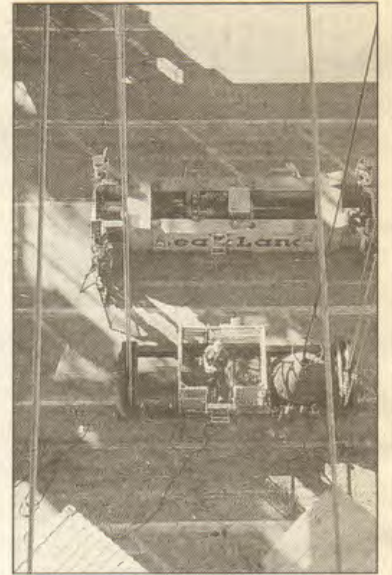


Photo right: On behalf of the entire crew, Chief Steward Willie Crear (left) presents OS Mary Bado with a cake to commemorate her first voyage. "She has come a long way from apprentice to OS," Crear observed.



VIEWS FROM ABOVE: The SIU-crewed *Sea-Land Explorer* and *Sea-Land Voyager* tie up in Long Beach, Calif. while Electricians Daran Ragucci and Allen Pasik work on a head block and bar.



On the Job in Long Beach



Above: Electricians Van Phan (left) and Jim Dryden are pictured at the end of a boom.

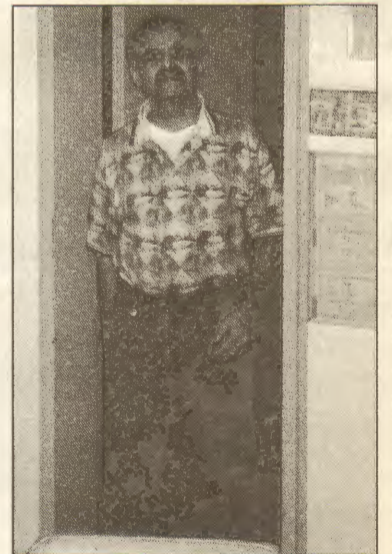
Seafarers in Long Beach, Calif. recently met with the SIU's Wilmington, Calif. port agent, John Cox, to discuss the proposed SIU-NMU merger and other union news. The camera-toting port agent provided these photos.



Right: Taking a break from welding is Electrician Allen Pasik.

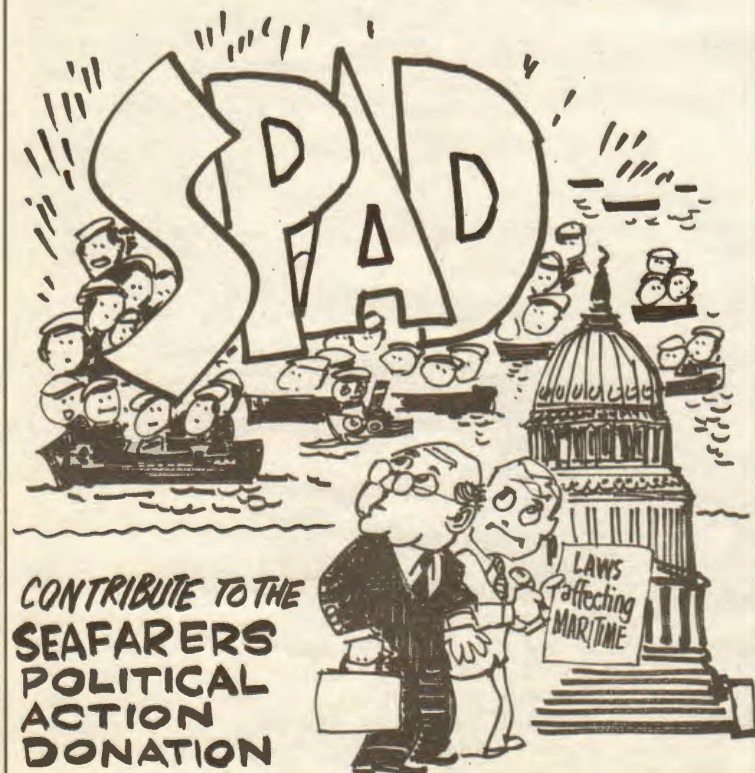


Being in California in January has its advantages—such as riding with the top down. Shown here returning to the *Sea-Land Express* are AB Dan Porter, SA Ali Mohamed, QMED Alfred Lane and DEU Aguilo Llorente.



SA Ali Mohamed heads to the galley on the *Sea-Land Express*.

ATTENTION: SEAFARERS



A raised look at Los Angeles Harbor at dusk.

Stories Won't End Because Bosun Cain's Come Ashore

Mobile Member Calls It a Career After Nearly 50 Years With the SIU

Anyone who has spent any time with recent pensioner **Hubert Cain** knows he is a man who likes to pass along stories. Not your typical sea stories, which he can do as well as anyone else, but real life stories about his nearly 50-year career as a Seafarer.

Perhaps the most well known is the one immortalized by an old "Ripley's Believe It or Not" cartoon about an eel plugging a leak in a cargo ship.

"That really happened because I was on the ship when it happened," recalled the retired recertified bosun in an interview

with the *Seafarers LOG*. "I still have the cartoon." (A copy is reprinted with this article.)

The vessel was the *Alcoa Pioneer*. Cain and shipmates were trying to bring the vessel to Mobile, Ala. because it was taking on water. When the cargo ship came into drydock, the eel was discovered in the hole where water had been seeping.

"I never saw anything like it before or since."

Cain received his mariner's document while he was in the eighth grade. He said that was a normal thing to do in Mobile, the southern Alabama community

where he and his brother **John** (another SIU bosun) grew up. They stayed in school but would sail during the summers

Being one of the biggest kids in the neighborhood, he played center on his high school football team and earned all-city honors. Also on that team was his next door neighbor, Vince Dooley, who eventually became the head football coach at the University of Georgia.

When graduation time came, Cain recounted his teammates saying what colleges they were headed for. "I'm going to the union hall" was Cain's reply, where he caught the *Fort Jackson*.

"Sailing really is my life. I'm retired, but I'm still SIU!"

He started in the deck department and worked his way up to recertified bosun in 1975. Over the years, not only did his job change, but so did the working conditions for Seafarers. When asked what was the biggest change he had witnessed, he could not list one because he believed there were several.

Cain said many of the changes regarding the shipment of cargo can be traced to Malcolm McLean for introducing containers. Prior to the arrival of the boxes, cargo was handled as best as possible. Cain remembered being aboard a C-2 Waterman vessel with five hatches, 22 booms and one jumbo boom in the days before containers.

"It was fun to rig, but we don't do that now," he noted.

When he started sailing, fo'c's'les could have as many as five mariners occupying them and no air conditioning.

"Conditions kept getting better. We went to two in a fo'c's'le with a shower at the end of the hall. Then, private rooms with baths and phones.

"I call them floating condominiums" he added with a chuckle.



Marking Hubert Cain's retirement recently are (from left) his brother John (an SIU bosun), SIU President Michael Sacco, Cain and Bosun Tom Soresi.

But Cain quickly pointed out these better conditions were gained by the SIU through negotiations.

"Union leaders got these conditions. The companies didn't offer them!"

The Mobile native also listed automation of the wheel house and engine room among the alterations that influenced all mariners.

Even after 50 years of sailing, the bosun is proud of the facts "I never met a seaman I didn't like, and I never brought a beef into port. We always settled it before tying up."

Cain provided some advice for those entering the SIU: "The union is not offering a job, it's offering you the opportunity to be somebody. You can go places and be what you want to be."

He urged all members to keep upgrading and learning because the industry will continue to change.

Cain plans to stay active in union causes. He still attends membership meetings in Mobile and is involved politically for candidates that support maritime issues. He said he may not be making ships, but he has no intention of slowing down.

4-B—MOBILE PRESS

Tuesday, March 28, 1961

BELIEVE IT OR NOT

By Ripley



THE SHIP THAT HAD A LEAK PLUGGED UP BY AN EEL!

The S.S. ALCOA PIONEER, TAKING ON WATER IN ITS HOLD, LIMPED INTO DRYDOCK AT MOBILE, ALABAMA, WHERE IT WAS DISCOVERED THAT A HOLE IN THE BOTTOM OF THE SHIP HAD BEEN EFFECTIVELY PLUGGED BY AN EEL!

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DR. THOMAS MAHTON (1620-1677) DELIVERED 190 SERMONS ON THE SUBJECT OF PSALM 119 HIS PUBLISHED SERMONS ON PSALM 119 COMPRISE A BOOK OF 1,200,000 WORDS - NEARLY TWICE THE VOLUME OF THE ENTIRE BIBLE

This reprint from 1961 tells about the eel that plugged a hole on the *Alcoa Pioneer* while Hubert Cain was aboard.

Reprinted from past issues of the *Seafarers LOG*

1963

The SIU-manned *Floridian* became the first American merchant ship fired on by Cuban MIG jet airplanes when she was attacked last Thursday, March 28,

by two Russian-built aircraft about 50 miles north of Cuba. The jets first circled the ship for 20 minutes before opening up with their machine guns.

The attack came in the same waters between Cuba and Florida where Cuban MIGs attacked the American shrimp boat *Ala* with rockets and machine guns on February 20. Seafarer Jack Nelson, an AB, took pictures of the attack from the deck, which he handed over to U.S. intelligence sources when the ship docked in Miami.

1967

The United States Coast Guard recently granted approval of the lifeboat certification training at the Harry Lundeberg School of Seamanship. In the future, examinations for lifeboat certification will be given to seamen who attend the school after their lifeboat train-

ing without a wait to allow them to build up 90 days' sea time.

Under the arrangement with the Coast Guard, Seafarers who pass the examination at the end of their lifeboat training will be automatically given their lifeboat tickets after they have

sailed for the required 90 days to gain certification.

1980

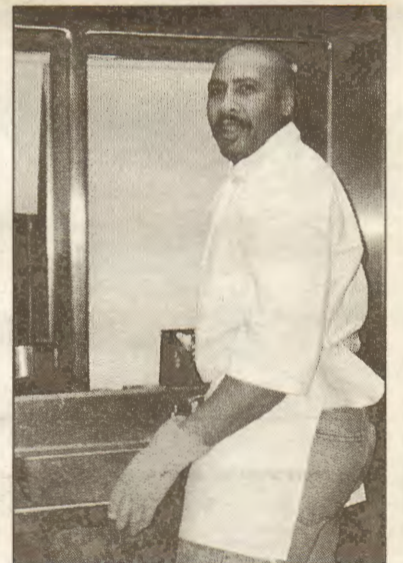
Members of the SIU joined picket lines in San Francisco recently, to show solidarity with unions striking

local TV station KRON. Local unions belonging to the American Federation of Television and Radio Artists (AFTRA) and the International Brotherhood of Electrical Workers (IBEW) have been on strike for nearly three months, seeking improved wages and working conditions.

The management of the TV station had publicly claimed that the striking unions did not have the support of organized labor in San Francisco. The SIU's response was to publicly demonstrate that the IBEW and AFTRA certainly did have labor's support by joining the picket line.

Credit Chief Cook, Too

The steward department aboard the *President Jackson* went the extra mile to provide special meals on Thanksgiving and Christmas days, as noted on page 10 of the March issue of the *Seafarers LOG*. However, in a recent note to the *LOG*, Assistant Cook/Utility Mary Lou Lopez said the department overlooked one thing: a photo of Chief Cook John Bennett (pictured here). "His photo inadvertently got left out, but he did a great job on his holiday relief trip," wrote Lopez. "Everyone enjoyed his great personality and cooking skills."



Doubling Up at Paul Hall Center



Other students at the Paul Hall Center for Maritime Training and Education may have thought they were seeing double when, in fact, they saw identical twins Shannon (left) and Shaun Bonefont at the school in Piney Point, Md. Shannon is upgrading to FOWT, while Shaun is completing the third and final phase of the unlicensed apprentice program. Numerous other members of the Bonefont family also sail with the SIU.

Vacation at the Paul Hall Center

It's not just a school . . .

As a benefit of membership in the SIU, Joe Vazquez, who works on the shoregang in Philadelphia, took advantage of the summer vacation opportunities for himself and his family at the Paul Hall Center. Enjoying the pool area are members of his family—Kathryn, Jennifer and Kathy Vazquez—as well as Anna, Jessica, David and George Marusiak and Roy Erdman.



As many Seafarers, pensioners and their families have already discovered, the Paul Hall Center in Piney Point, Md. offers just about everything one could possibly want to help make a memorable summer vacation—and at a great value.

Just ask the people pictured on this page. They were among the many vacationers who took advantage of this SIU benefit last summer—and had a great time!

For up to two weeks this summer, SIU members and their families can enjoy a dream vacation of their own, spending their hard-earned time off doing exactly what they want.

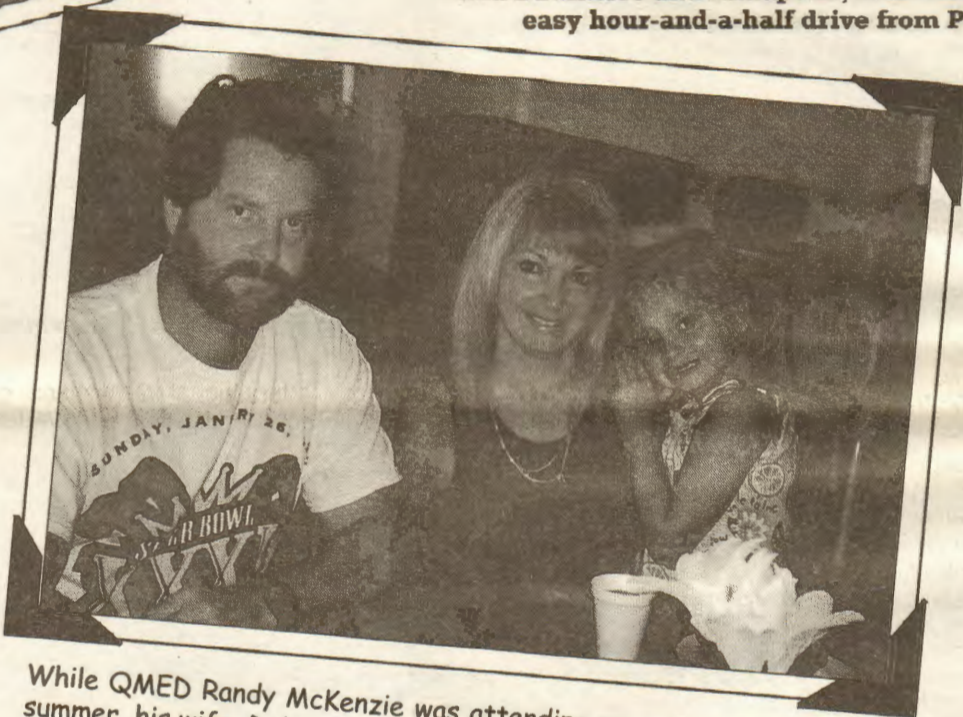
The center offers affordable accommodations and three meals a day plus a health spa, tennis courts, Olympic-size swimming pool, a maritime museum and beautifully landscaped grounds.

There also are plenty of opportunities for fishing, boating, jogging and sunbathing at nearby beaches.

The summer months in Southern Maryland are filled with festivals, celebrations, fairs and craft shows, and that doesn't even begin to take in all the museums, historic sites, baseball games and other activities in Washington, D.C., Alexandria and Arlington, Va., and Baltimore and Annapolis, Md.—all within an easy hour-and-a-half drive from Piney Point.



Retired Bosun John Aversa and his wife, Shirley, spent part of last summer's vacation at Piney Point. John now has his own embroidery business—Ship's Wheel Nautical Crafts. He made the caps that both he and Shirley are wearing.



While QMED Randy McKenzie was attending upgrading courses last summer, his wife, Deb, and daughter, Shawna, were able to stay with him at the school and still be on vacation.

. . . It's a vacation resort!

If you missed out on the Paul Hall Center in 1999, then don't let your summer holiday be a repeat of last year's. Start a new tradition . . . in Piney Point. Everyone in your family will love it and want to keep coming back.

The first step is to decide when you want to arrive. Then, fill out the reservation form at right and mail it to the Paul Hall Center.

That's all there is to it. Happy vacation!

UNION MEMBER VACATION RATES

A vacation stay at the Paul Hall Center is limited to two weeks per family.

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

Note: There is no charge for children 11 years of age or younger. The prices listed above include all meals but do not include tax.

PAUL HALL CENTER TRAINING & RECREATION CENTER Vacation Reservation Information

Name: _____

Social Security number: _____ Book number: _____

Address: _____

Telephone number: _____

Number in party / ages of children, if applicable: _____

Date of arrival: 1st choice: _____ 2nd choice: _____ 3rd choice: _____

(Stay is limited to a maximum of two weeks)

Date of departure: _____

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

4/00

What You Need to Know About STCW Certificates

The information on this page is reprinted from previous issues of the Seafarers LOG in order to clarify which unlicensed mariners need an STCW certificate, the differences between 1978 and 1995 certificates, and how to obtain them.

Who is required to carry an STCW certificate right now?

Any mariner sailing in international waters who is required to hold a lifeboatman's endorsement. Any rating forming part of a navigational watch. All tanker personnel who are assigned cargo duties (such as ABs and pumpmen, for instance).

Whether they carry a 1978 certificate or a 1995 certificate depends on when they entered the industry and when they may have upgraded.

Who is required to carry an STCW certificate as of February 1, 2002?

The main change as of that date is that watchstanding members of the engine department are required to carry a 1995 STCW certificate (as of February 1, 2002). So, the requirements apply to all watchstanding personnel (including engine department members), all tanker personnel who are assigned cargo duties, and all lifeboatmen on passenger vessels (that is, those crew members who are required to hold a lifeboat endorsement).

Also, the 1978 certificate is obsolete as of February 1, 2002.

If I currently must carry an STCW certificate, which one should I possess?

It depends on when you began sailing and when you may have upgraded your rating.

Mariners who started their sea service or training before August 1, 1998 must meet the requirements of the 1978 convention. Those individuals may carry the 1978 certificate, which expires on February 1, 2002 (regardless of when it was issued).

Mariners who began their sea time or training after August 1, 1998 must meet the requirements of the 1995 STCW amendments—and, therefore, must carry a 1995 certificate.

One potentially confusing issue is that it is permissible for mariners who began sailing or training before August 1, 1998 to carry a 1995 certificate, even though it's not presently required. For those individuals, the 1995 certificate supersedes the 1978 document. In other words, there is no reason to carry both.

However, the 1995 document is not considered superior or more desirable for those mariners. Either one satisfies current regulations for affected ratings.

Keep in mind that the 1978 certificate cannot be used on or after February 1, 2002.

What if I upgraded after August 1, 1998?

If you began both the required sea time for the upgrade and also the training itself after August 1, 1998, then you need a 1995 certificate. If any of the required sea time or training took place prior to August 1, 1998, then you only are required to have a 1978 certificate (though, again, you may apply for a 1995 document, provided you meet the Chapter VI requirements).

What if I applied for my first z-card after August 1, 1998 and had no prior sea time or training?

You need a 1995 certificate, which would have been issued when you acquired your z-card if you satisfied the requirements of STCW Chapter VI: Basic Safety Training.

How do I get an STCW certificate?

Through Coast Guard regional exam centers (RECs). To get a 1995 certificate, Seafarers must present evidence of meeting the requirements of STCW Chapter VI: Basic Safety Training. These requirements are for documentation of training and assessment for personal survival techniques, fire fighting and fire prevention, elementary first aid and personal safety/social responsibility.

Mariners also may apply by mail to the REC that issued their license or document.

The 1995 certificate expires on the same date as the individual's z-card, regardless of when the certificate is issued. With that in mind, mariners may want to

consider timing their application for the 1995 certificate so it coincides with renewal of their z-card. By doing so, the 1995 certificate will be valid for five years.

What if I am an AB sailing on a tanker in international waters, but currently don't have an STCW certificate?

No one fitting that description is supposed to sail. If you were unaware of the requirement (which dates to 1996) and somehow "slipped through the cracks," then you should immediately make arrangements to acquire your STCW certificate.

What's the difference between the two certificates?

The main differences are that the 1995 certificate has a space for a passport-size photo (the 1978 certificate does not); and the 1995 certificate uses descriptions that are germane to particular countries, instead of wider-ranging terminology from the International Maritime Organization.

An example of the terminology differences: Under the "capacity" description, the 1995 certificate may say, "Able seaman, any waters, lifeboatman," whereas the 1978 document says "Rating forming part of a navigational watch" and "Proficient in the use of survival craft."

It's also worth noting that the 1995 certificate features spaces marked "function," "level" and "limitations applying (if any)." However, these areas intentionally are left blank. They were added to the certificate solely to aid port state control officials by providing some uniformity between U.S. certificates and those used in other signatory nations.

How did this all start? And why is it so confusing?

STCW stands for International Convention on Standards of Training, Certification and Watchkeeping for mariners.

The original STCW convention, ratified in 1978, is a multi-national agreement which sets minimum standards for certification, training and skills needed by deep-sea mariners worldwide.

The U.S. didn't sign onto the original convention until 1991. At that time, the U.S. was given five years to reach total compliance.

Here's where things became more complicated: In 1995, more than 100 nations—including the U.S.—ratified amendments to the original convention. In some cases, the dates for compliance with the original pact and the amendments overlapped.

Essentially, that is how the U.S. ended up with two different STCW certificates (not to mention other requirements).

I have more questions.

Contact your nearest REC, your port agent or the Paul Hall Center. You also may check the Coast Guard's STCW web site, located at:

<http://www.uscg.mil/stcw/>

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
Bldg. 14, Rm. 109, Coast Guard Isl.
Alameda, CA 94501-5100
Phone: (510) 437-3092

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
510 L Street, Suite 100
Anchorage, AK 99501-1946
Phone: (907) 271-6736

U.S. Coast Guard
Regional Examination Center
U.S. Custom House
40 South Gay Street
Baltimore, MD 21202-4022
Phone: (410) 962-5132

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
455 Commercial Street
Boston, MA 02109-1045
Phone: (617) 223-3040

U.S. Coast Guard
Marine Safety Office
Regional Examination Center

U.S. Coast Guard Regional Exam Centers

(Updated as of 9/30/99)

196 Tradd Street
Charleston, SC 29401-1899
Phone: (843) 724-7693

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
433 Ala Moana Blvd.
Honolulu, HI 96813-4909
Phone: (808) 522-8264

U.S. Coast Guard
Regional Examination Center
8876 Gulf Freeway, Suite 200
Houston, TX 77017-6595
Phone: (713) 948-3350

U.S. Coast Guard
Regional Examination Center
2760 Sherwood Lane, Suite 2A
Juneau, AK 99801-8545
Phone: (907) 463-2458

U.S. Coast Guard Marine Safety Ofc
Regional Examination Center
165 N. Pico Avenue
Long Beach, CA 90802



United States of America

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978

The Government of the United States of America certifies that Certificate No. 264726613 has been issued to _____ who has been found duly qualified in accordance with the provisions of regulation(s) 17/6, 17 of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated.

This endorsement is not valid unless accompanied by a valid US Merchant Mariner's license or document. The lawful holder of this endorsement may serve in the following capacity or capacities specified.

CAPACITY	LIMITATIONS APPLYING (IF ANY)
Rating forming part of a navigational watch Proficient in the use of survival craft	"THIS CERTIFICATE EXPIRES 31 JANUARY 2002."

Date of issue of this endorsement: 18 APR 1997

Port: CHARLESTON, SC

25 AUG 1945

Date of birth of the holder of the certificate

L. M. HYMAN
Signature of duly authorized official

L. M. HYMAN
Name of duly authorized official

DEPT. OF TRANS., CG 5611 (9-85)

(Cut on dashed line)

(Emboss Official Seal above this line.)

sample of a 1978 certificate



United States of America

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978, AS AMENDED IN 1995

The Government of the United States of America certifies that Certificate No. (s) 467921223 has been issued to _____ who has been found duly qualified in accordance with the provisions of regulation(s) VI/2 of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated until 1 JUNE 2003.

This endorsement is not valid unless accompanied by a valid U.S. Merchant Mariner's license or document.

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)
ABLE SEAMAN, ANY WATERS LIFEBOATMAN		
BASIC SAFETY TRAINING		AND INSTRUCTION COMPLETED 11 DECEMBER 1998.

Endorsement No.: 467921223

Issued on 17 FEBRUARY 1999 at HOUSTON

22 NOVEMBER 53
Date of birth of the holder of the certificate

photo

C. J. BIDWELL
Signature of duly authorized official

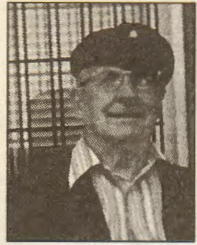
C. J. BIDWELL
Name of duly authorized official

DEPT. OF TRANS., CG 5611 (10-88)

(Emboss Official Seal above this line.)

sample of a 1995 certificate with space for photo

A VOYAGE TO INDIA-1940 by J. Melford Smith



Pensioner James M. Smith joined the SIU in Baltimore as a charter member, first sailing in 1939 following a four-year stint in the U.S. Marine Corps.

Marine Corps.

After having spent a cold and hungry winter in the port of Savannah, Ga., he shipped as an ordinary seaman on Isthmian Line's SS Steel Age, an old Hog Islander built during the First World War.

During a voyage to India, the 21-year-old Smith kept a journal of his observations and impressions. This is the first of several installments of that journal.

We sailed from the port of New York about the middle of February 1940 bound for Gibraltar. The war in Europe had started in September of the previous year with the German attack on Poland, but as we were a so-called "neutral" country, we painted a big American flag on the side of the ship and sailed with all our lights on. Our captain was from Denmark and was worried about his family there. He said he knew the Germans would invade his country sooner or later. As it turned out, his worst fears had been realized before the voyage was over.

At Sea

Monday, February 19—I am the ordinary seaman on the 12 to 4 watch along with two able seamen. We share a room with three bunks. It is spartan but comfortable. During the day we each stand an 80-minute wheel watch while the other two do routine ship maintenance under the supervision of the bosun. On the night watch, it is another 80-minute wheel watch, the same on lookout and the same on standby. The lookout stands his watch on the bow and is required to report any lights he sees by ringing the ship's bell: one ring for port, two for starboard and three for dead ahead. He also checks every 30 minutes to see if the running lights are all working, then shouts at the bridge through cupped hands, "Lights are bright, sir."

At sea aboard a merchant ship, the routine is eat, work and sleep. On the mid-watch you go to bed at 0400 and get up at 1130, so your breakfast is the same as lunch for the rest of the crew. Soup, meat and vegetables for breakfast take some getting used to!

Tuesday, February 20—Sure will be glad to go ashore when we arrive in Alexandria, Egypt, our first port. Maybe find me a Cleopatra! Hope to take a trip to Cairo if we have enough time in port.

The weather was warm today and the sea smooth. Passed a ship on the morning watch—the first since leaving New York. I am enjoying this.

Wednesday, February 21—Steaming steadily toward Gibraltar at the magnificent speed of 10 knots (quite a change from last year on a 33-knot Navy cruiser). The weather is fair and warm. We passed an Allied ship about noon that was making a zig-zag

course to escape enemy submarines. At 1600 we raised land off the starboard bow with the mist shrouding the mountainous coast of North Africa. At 1800 we entered the Strait of Gibraltar with the city of Tangier on our starboard side. We were through the strait at 2200 and received a signal from a British warship to heave to and prepare for a boarding party.

As we stood by for the



British inspection party, the light of a brilliant full moon revealed the majestic rock rising abruptly from the water, entirely devoid, to my great disappointment, of the Prudential Life Insurance advertisement I had always seen emblazoned upon it.

Gibraltar: the ancients' "Pillars of Hercules," the impregnable lord of the Mediterranean, the universal symbol of indomitability.

Gibraltar: the romantic place where Tarik, the first Moorish chieftain, launched his invasion of Spain, and the place from which the last of his race returned to Africa 700 years later. The scene of 14 long sieges dating from Phoenician times to the Napoleonic wars.

Gibraltar is a British colony and the headquarters of the Ninth Army Corps. There is an indifferent harbor with the town of Gibraltar plastered on the side of the rock, perched expectantly above the sea. The rock itself soars 1,300 feet above the Mediterranean and consists of Jurassic limestone overgrown with cactus and infested with monkeys.

There are no lights to indicate that here is the greatest and most significant fortress in the world, but any student with military experience knows that, in keeping with its grim appearance, the rock is studded with heavily camouflaged guns such as the nine-inch fieldpiece on Rock Gun Point, the northernmost peak. This is the British "Mount Olympus," this corner of two continents (Africa and Europe) and two oceans (the Atlantic and Mediterranean).

At 2300 the armed boarding party comes alongside in a launch—two officers and six men. They proceed to inspect the ship's papers concerning cargo. They were very courteous. I asked a British sailor how he was enjoying the war. "What war?" was the answer. Until now there has not been much action on either side.

As the moonlight turns the Strait of Gibraltar to silver, the boarding party leaves the ship and we begin creeping out into the star-studded Mediterranean night. Bright moonlight with the lights of Algeciras, Spain twin-

ning off the port quarter and the lights of Ceuta, Spanish Morocco off the starboard quarter.

East to Suez

*Sun and wind and beat of sea
Great lands stretching endlessly
Where be bonds to bind the free
All the world was made for me.*

Author?

and lives as he pleases with no gold braid around to dampen his enthusiasm for his chosen profession.

Tuesday, February 27—Rigged cargo booms and stood wheel watch. Got haircut from my watch partner last night, my first in two months. Wrote letters this evening. Am drawing \$10 from my \$55 a month pay but will endeavor to save part of it. Last year I was making

\$42 a month as a corporal, USMC. Progress.

Wednesday, February 28—Routine day at sea. More wind, water and stars. Expect to arrive in port in the morning. Passed a British destroyer squadron at about 0200. They were really making knots, and I wondered about their mission.

Thursday, February 29—And so we sailed for eight days on to the land of Egypt. Sunny days and starry nights with a full moon. What vagabond could ask for more—the ship almost to myself, good quarters, excellent food and balmy weather. As the white walls of Alexandria begin to peep over the horizon, I realize that Egypt is only 10 miles away.

Alexandria, Egypt

Arrived in port at 1000. Customs and immigration officials came aboard. We were cleared for entry at about 1130. Went ashore with my watch partners Bill Marks and Bud O'Conner at 1700. Five piasters for the boatman. Searched by police three times before leaving the dock—a blatant shakedown for bribes. They seem to have one price for the natives, one for Europeans and one about 500 percent higher for Americans.

Left Bud and Bill and shoved off alone through the narrow streets of Alexandria past dark alleys, evil-looking natives and a horrible stench. Soon met two Coldstream Guardsmen, Morton Hinds and George Hesse, who were out on the town. Had a good time. Back to the ship at 0300.

Friday, March 1—Woke up with a bad hangover (can't imagine having a good one). Worked all day. Went ashore at 1800 in the dress blues uniform of a U.S. Marine corporal. Entertained at dinner at the Coldstream Guards' mess. Drank a considerable amount of wine and got lost in the narrow streets of a native quarter on the way back to the ship.

Saturday, March 2—Got underway for Port Said about 1400. Set sea watches. Arrived early Sunday morning and tied up to buoy at entrance to Suez Canal. Numerous British merchant ships mounting one five-inch and one three-inch gun aft. Battery on shore fired 21-gun salute for someone. City looks interesting but can't go ashore.

At 1800 we were underway to transit the canal. Unlike the Panama Canal, the Suez Canal is just a ditch. There are no locks throughout its 90-mile length—just sand dunes on both sides. We passed nine ships during our transit and had to tie up to the bank each time. Turned in at 0400.

Monday, March 4—Got up at 1030. We are anchored at the town of Suez at the southeastern end of the canal. We are anchored about three miles from shore, discharging some cargo on to a barge. Can't go ashore—broke anyway!

The scenery here is a remarkable blend of subtle colors: high blue mountains of barren rock, plains of dazzling white sand reaching from the mountains to the sea, and the light blue waters of the harbor sparkling in the blazing sunlight. It was very hot today but is cold enough for an overcoat tonight. Expect to get underway by noon tomorrow.

Tuesday, March 5—Able Seaman Jack Hollrock's 22nd birthday today. We played the victrola and drank Scotch in lieu of a celebration. We are now cruising slowly through the Red Sea to Jidda, Arabia, about 600 miles down the coast. The sea is like a mirror this evening and the sunset very beautiful.

Wednesday, March 6—Calm sea and very hot weather. Just came off 12 to 4 watch. Have been feeling rather ill today—chills and fever. Didn't do any work but read "The Complete Mariner" by Nason.

Thursday, March 7—Feeling much better today. Weather is beastly hot with absolutely no breeze. Last night I had the first wheel (midnight to 0120). The wheelhouse was hot and the smoke from the stack was going straight up. There is very little current in the Red Sea and the desultory clicking of the autopilot along with the heat caused old Morpheus to take over and I suddenly found myself on the deck. The third mate said, "What the hell happened?" I said, "I don't know, I guess I went to sleep." The old saying "asleep on his feet" is not true. When you go to sleep, your knees buckle and you fall down.

Jidda, Saudi Arabia

Friday, March 8—Arrived in Jidda this morning. The harbor here is very shallow with many sand bars. Three hundred yards from us is an old Turkish freighter lying partly on her port side, hard aground on a sand bar. Her superstructure and decks have been charred by fire and are rusting away with age. She has been lying here for 15 years, according to the customs officer.

The view from our ship is very good—low rugged mountains and heat-burnished plains making a fine setting for the gray walls and minarets of Jidda. This port city is the gateway to Mecca, the "Forbidden City," which lies about 40 miles inland and which Christians are not allowed to enter under penalty of death.

*To be continued
in future issues of the
Seafarers LOG.*

Dispatchers' Report for Deep Sea

FEBRUARY 16 — MARCH 15, 2000

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	25	16	3	20	8	2	7	51	22	10
Philadelphia	8	5	1	2	1	1	2	10	8	1
Baltimore	6	3	1	4	3	1	0	8	5	4
Norfolk	8	9	10	10	7	5	3	22	17	11
Mobile	14	7	7	14	3	4	2	19	10	6
New Orleans	17	17	10	13	10	6	5	30	17	10
Jacksonville	40	12	15	28	12	7	14	61	18	24
San Francisco	20	11	3	16	6	0	2	43	18	6
Wilmington	21	6	8	27	7	2	9	36	11	13
Seattle	24	7	9	23	6	5	9	37	7	8
Puerto Rico	7	2	5	6	2	3	6	13	5	3
Honolulu	14	5	4	8	4	4	1	15	12	3
Houston	23	16	13	24	14	10	12	45	23	10
St. Louis	4	1	3	1	1	3	2	8	0	4
Piney Point	2	5	2	1	1	1	0	1	7	2
Algonac	2	0	0	1	0	0	0	2	0	0
Totals	235	122	94	198	85	54	74	401	180	115
ENGINE DEPARTMENT										
New York	14	6	2	11	9	2	2	14	11	5
Philadelphia	5	3	0	2	1	0	0	5	7	1
Baltimore	2	7	3	5	2	1	0	6	8	2
Norfolk	6	4	4	1	5	7	1	10	9	2
Mobile	12	6	1	6	3	2	1	20	8	0
New Orleans	9	11	4	4	12	1	1	15	11	5
Jacksonville	19	5	9	15	6	4	5	27	18	7
San Francisco	3	7	1	4	6	2	3	12	8	2
Wilmington	10	5	4	11	5	3	4	12	9	6
Seattle	15	7	7	14	8	6	6	15	9	5
Puerto Rico	3	4	1	7	3	0	1	6	3	2
Honolulu	3	4	2	2	4	1	1	12	9	2
Houston	15	8	2	19	4	2	4	26	7	6
St. Louis	1	2	2	1	0	0	0	2	5	4
Piney Point	3	4	4	1	1	1	0	4	7	7
Algonac	0	1	1	0	1	0	0	1	0	1
Totals	120	86	47	103	70	32	29	187	129	57
STEWARD DEPARTMENT										
New York	13	6	0	9	5	1	3	28	7	1
Philadelphia	4	2	0	2	0	0	1	8	3	0
Baltimore	0	1	0	1	2	0	0	2	1	0
Norfolk	12	4	6	7	2	6	4	14	8	2
Mobile	6	4	2	5	1	1	1	8	5	2
New Orleans	8	6	0	8	4	0	7	10	6	1
Jacksonville	16	4	0	14	0	4	6	24	9	1
San Francisco	20	3	2	19	2	1	11	45	5	1
Wilmington	15	4	4	19	3	2	3	33	6	3
Seattle	20	1	1	12	1	0	4	29	1	2
Puerto Rico	1	0	0	1	0	0	1	2	1	0
Honolulu	11	9	9	13	6	6	2	19	7	11
Houston	11	2	2	12	4	1	2	17	3	2
St. Louis	0	0	1	1	0	1	0	0	0	1
Piney Point	3	4	1	1	1	0	0	4	6	2
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	140	50	28	124	31	23	45	243	68	29
ENTRY DEPARTMENT										
New York	6	26	14	2	7	8	0	9	50	37
Philadelphia	0	1	2	0	0	0	0	0	2	2
Baltimore	0	1	0	0	0	0	0	1	2	1
Norfolk	0	8	12	0	4	9	0	0	15	15
Mobile	0	6	1	0	5	2	0	0	11	2
New Orleans	5	8	7	4	6	3	0	6	15	16
Jacksonville	0	11	12	6	7	8	0	3	21	18
San Francisco	4	9	1	4	9	3	0	15	20	7
Wilmington	5	13	15	0	5	5	0	7	20	21
Seattle	5	14	11	4	6	4	0	12	30	19
Puerto Rico	0	2	3	0	0	6	0	4	4	6
Honolulu	5	20	71	8	18	46	0	8	36	101
Houston	2	14	10	0	4	6	0	3	24	13
St. Louis	0	0	0	0	1	0	0	0	0	3
Piney Point	0	21	17	0	10	19	0	0	16	19
Algonac	0	1	0	0	0	0	0	0	2	0
Totals	32	155	176	28	82	119	0	68	268	280
Totals All Departments	527	413	345	453	268	228	148	899	645	481

**"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.

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

Piney Point	Monday: May 8, June 5
Algonac	Friday: May 12, June 9
Baltimore	Thursday: May 11, June 8
Duluth	Wednesday: May 17, June 14
Honolulu	Friday: May 19, June 16
Houston	Monday: May 15, June 12
Jacksonville	Thursday: May 11, June 8
Jersey City	Wednesday: May 24, June 21
Mobile	Wednesday: May 17, June 14
New Bedford	Tuesday: May 23, June 20
New Orleans	Tuesday: May 16, June 13
New York	Tuesday: May 9, June 6
Norfolk	Thursday: May 11, June 8
Philadelphia	Wednesday: May 10, June 7
San Francisco	Thursday: May 18, June 15
San Juan	Thursday: May 11, June 8
St. Louis	Friday: May 19, June 16
Tacoma	Friday: May 26, June 23
Wilmington	Monday: May 22, June 19

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

Personals

LEONARD PAUL

Please contact Edwin H. Hagedorn at 615 Braeside Road, Baltimore, MD 21229-2113.

PETER CZECH

Please get in touch with Wayne Hardesty at Box 3692, Erie, PA 16508; or telephone (814) 454-7852.

AUTHOR SEEKS INTERVIEWS WITH FORMER MARINERS

Did you work on the America or United States? I am a writer looking for information on these great ships. Please contact me:

Larry Driscoll
P.O. Box 676
Seneca Falls, NY 13148-0676
or e-mail elarens1@yahoo.com.

LOG-A-RHYTHMS

Nikita's Journey at Sea

by Roslyn Nikita Brooks

With the sea in mind,
things are not as bad as they seem.
With the sea in mind,
I can fill my wildest dreams.
With the sea in mind, I can do anything, I know I can.

The stars above speak to me as though
they are aware of the most inner secrets of my heart.
I can look for the best in life.
I shall not be dismayed by the wickedness around me,
because the angels of the sea surround me.

With the sea in mind, I can find the shape of my soul.
I shall not flee, I shall continue . . .
to be a sailor of the sea.

(This poem came in a dream to Chief Cook Roslyn Nikita Brooks while sailing aboard the Sea-Land Hawaii. She hopes it will be an inspiration to her fellow shipmates.)

**Seafarers International Union
Directory**

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgy
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermitt Mangram
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

DULUTH

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

Dispatchers' Report for Great Lakes

FEBRUARY 16 — MARCH 15, 2000

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	19	7	0	0	4	0	19	3
ENGINE DEPARTMENT									
Algonac	0	7	1	0	1	0	0	6	0
STEWARD DEPARTMENT									
Algonac	0	4	3	0	1	0	0	3	3
ENTRY DEPARTMENT									
Algonac	0	19	13	0	1	0	0	18	3
Totals All Depts	0	49	24	0	3	4	0	46	9

*"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

FEBRUARY 16 — MARCH 15, 2000

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	3	2	4	2	2	4	2	1	12
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	2	0	2	6	0	3	8	1	15
Totals	5	2	10	10	3	4	8	2	28
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	1	0	0	0	0	0	1	0
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	1	0	0	0	0	0
Totals	0	1	0	0	0	0	0	1	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	2	0	0	1	0	0	2
Totals	0	0	0	0	0	1	1	0	1
Totals All Depts	5	3	10	10	3	5	9	3	29

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

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

PIC-FROM-THE-PAST

This copy of an old photo was sent to the *Seafarers LOG* by Pensioner Hubert H. "Red" House of Mobile, Ala.

It was taken in the late 1950s aboard the SS *Alcoa Clipper*, and from the looks of it, fishing was pretty good.

House, who was a dayman on this voyage, is pictured fourth from left. Others he identified in the photo are Dayman Frank Cotchot (left) and OS Berry Hill (second from left).

Brother House, now 72, worked in the deck department, both inland and deepsea. He began sailing with the SIU in 1945 and retired in 1987 (interrupted by a two-year stint in the U.S. Army from 1952-54).





Welcome Ashore

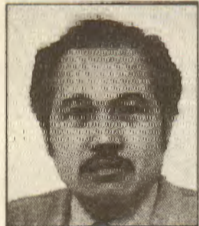
Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and sisters of the SIU thank those members for a job well done and wish them happiness and good health in the days ahead.

Three recertified bosuns are among the 25 Seafarers announcing their retirements this month. Representing 86 combined years of active union membership, Recertified Bosuns Luis E. Guadamud, Vagn T. Nielsen and Ramon L. Quiles graduated from the highest level of training available to members in the deck department at the Paul Hall Center in Piney Point, Md.

Including the three recertified graduates, 16 of those signing off shipped in the deep sea division, eight sailed the inland waterways and one plied the Great Lakes.

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

DEEP SEA

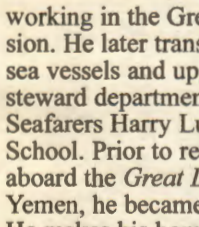


JOSE G. BAGAT, 64, began sailing with the Seafarers in 1970. His first ship was the *Steel Rover*, operated by Isthmian Lines. Born in the Philippines, he worked in the engine department and upgraded his skills at the Seafarers Harry Lundeberg School in Piney Point, Md. Prior to retiring, he sailed aboard the *Sea-Land Challenger*. Brother Bagat makes his home in Webster, Texas.

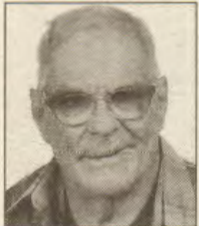
HANS M. BANG, 62, joined the SIU in 1965 in the port of San Francisco. The *Transhudson*, a Hudson Waterways vessel, was his first ship. Born in Denmark, Brother Bang sailed in the engine department and upgraded his skills at the SIU's training school in Piney Point, Md. He last worked aboard the *Sea-Land Voyager*. He has retired to Monte Rio, Calif.



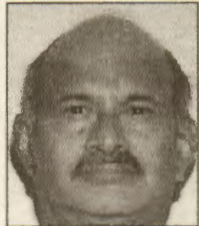
HUSSAIN A. BUBAKR, 65, started his career with the Seafarers in 1964 in the port of Detroit. Brother Bubakr began working in the Great Lakes division. He later transferred to deep sea vessels and upgraded his steward department skills at the Seafarers Harry Lundeberg School. Prior to retiring, he sailed aboard the *Great Land*. Born in Yemen, he became a U.S. citizen. He makes his home in Seattle.



WILLIAM H. BURKE, 68, joined the SIU in 1970 in the port of Detroit. He first sailed aboard the *J.A. Kling*, a Great Lakes vessel, and later transferred to the deep sea division. Brother Burke sailed in the deck department and upgraded his skills at the SIU's training school in Piney Point, Md. He



last worked aboard the *Sea-Land Enterprise*. A native of Canada, he has retired to Montreal.



ABRAHAM CARBAJAL, 63, first sailed with the Seafarers in 1969 aboard the *Overseas Explorer*. A native of Honduras, he became a U.S. citizen and worked in the engine department. Prior to retiring, he sailed aboard the *Robert E. Lee*, operated by Waterman Steamship Corp. Arabi, La. is home to Brother Carabajal.

LONDON CURRY, 65, graduated from the Marine Cooks & Stewards (MC&S) training school in 1972 and joined the MC&S in the port of Wilmington, Calif. Brother Curry worked in the steward department, last sailing in 1997 as a chief cook aboard the *Sea-Land Defender*. From 1955 to 1957, the Oklahoma native served in the U.S. Army. He makes his home in Los Angeles.



TADATO FUJII, 65, first sailed with the SIU in 1966 aboard the *Overseas Rose*. A native of Oregon, he started working in the engine department and later transferred to the deck department. From 1955 to 1957, he served in the U.S. Army. Brother Fujii last sailed in 1980 aboard the *Stuyvesant*, operated by Bay Tankers. He has retired to Woodland, Calif.



LUIS E. GUADAMUD, 65, graduated from the Andrew Fureseth Training School in 1961 and joined the Seafarers in the port of New Orleans. His first ship was the *Del Mar*. Born in Ecuador, he sailed in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School, where he graduated from the bosun recertification class in 1975. A resident of Metairie, La., he last sailed in 1978 aboard the *Overseas Vivian*.

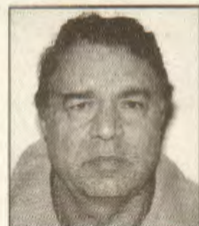


WILLIAM D. HATCHEL, 62, graduated from the Andrew Fureseth Training School in 1961 and joined the SIU in the port of New York, first sailing aboard the *Michael*, a Mayflower Steamship Corp. vessel. A native of Louisiana, he sailed in the engine department and upgraded



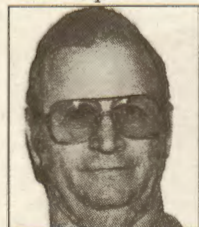
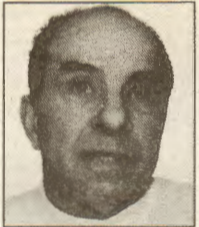
his skills at the Seafarers Harry Lundeberg School. From 1955 to 1958, he served in the U.S. Navy. Prior to retiring, Brother Hatchel sailed aboard the *Sea-Land Tacoma*. He has retired to Starks, La.

MOHAMED M. HUSSEIN, 59, began his SIU career in 1971 in the port of New York. Born in Yemen, he sailed in the steward department and upgraded frequently at the SIU's training school in Piney Point, Md. Brother Hussein last worked aboard the *ITB Philadelphia*, operated by Sheridan Transportation Co. Dearborn, Mich. is where he calls home.



GEORGE O. KHULAGI, 65, joined the Seafarers in 1969 in the port of New York. The *Ames Victory*, operated by Victory Carriers, was his first ship. Brother Khulagi worked in the deck department, last sailing in 1986 aboard the *Sea-Land Venture*. Born in Yemen, he became a U.S. citizen and makes his home in Buffalo, N.Y.

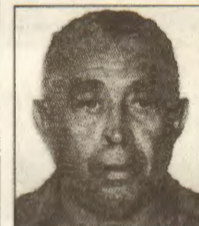
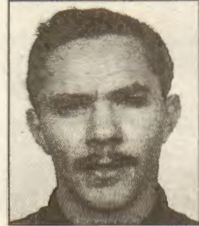
VAGN T. NIELSEN, 66, started his career with the SIU in 1962 in the port of New York. His first ship was the *Kathryn*, operated by A.H. Bull Steamship Co. A native of Denmark, he sailed in the deck department and upgraded at the Seafarers Harry Lundeberg School, where he graduated from the bosun recertification program in 1974. During his career, he was active in union organizing drives. He is a resident of Brooklyn, N.Y., Brother Nielsen last worked aboard the *ITB Philadelphia*.



JAMES A. PEACOCK, 60, graduated from the Seafarers Harry Lundeberg School's entry level training program in 1968 and joined the union in the port of New Orleans. Born in Georgia, he first shipped aboard the *Pecos*. Brother Peacock worked in the deck department and upgraded his skills at the SIU's training school. A resident of Jacksonville, Fla., he last sailed aboard the *Nuevo San Juan*, operated by NPR, Inc. From 1957 to 1960, he served in the U.S. Army.

RAMON L. QUILES, 55, graduated from the Seafarers Harry Lundeberg School's entry level training program in 1967 and joined the Seafarers in the port of New York. The *Steel Recorder*

was his first vessel. Born in Puerto Rico, he sailed in the deck department and upgraded at the SIU's training school, where he graduated from the bosun recertification program in 1980. Prior to retiring, he worked aboard an NPR vessel. Brother Quiles has retired to Cliffwood, N.J.



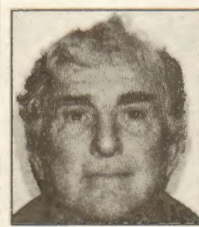
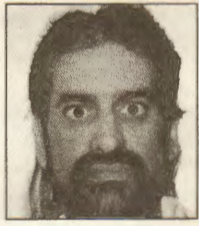
ANTONIO M. RODRIGUEZ, 62, began his career with the SIU in 1964 in the port of New York. His first ship was the *Elizabethport*, a Sea-Land Service Vessel. Born in Cuba, he sailed in the deck department. Brother Rodriguez makes his home in Santurce, P.R.

JEAN R. SAVOIE, 65, started his career with the SIU in 1973 in the port of Norfolk, Va., after a 20-year career with the U.S. Coast Guard. The Massachusetts native began working in the inland division, sailing as a member of the deck department. He later transferred to deep sea vessels and worked in the steward department. During his career, Brother Savoie upgraded his skills at the Seafarers Harry Lundeberg School. His last ship, before retiring, was the *Cornhusker State*, operated by Inter-ocean Uglund Management. Portsmouth, Va. is where he calls home.

HERBERT P. THOMPSON, 63, started his career with the SIU in 1975 in the port of Houston. Boatman Thompson worked as a captain and attended an education conference at the SIU's training school in Piney Point, Md. A resident of Houston, he last sailed aboard the *Scout*, operated by Crowley Towing & Transportation Co. From 1956 to 1959, he served in the U.S. Army.

INLAND

ROBERT M. CROFT, 40, first sailed with the SIU in 1976 aboard the *C.H. Master-son*, operated by G&H Towing Co. A native of Texas, he worked in the engine department and upgraded frequently at the Paul Hall Center in Piney Point, Md. Boatman Croft last sailed aboard a Moran Towing Co. vessel. He makes his home in Hitchcock, Texas.

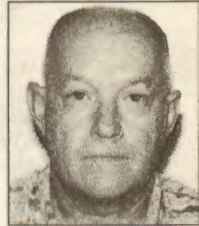


VICTOR V. DANIELS, 62, joined the Seafarers in 1956 in the port of Norfolk, Va. Born in North Carolina, he worked in the deck department. Boatman Daniels last sailed aboard the tug *Roanoke*, operated by Maritrans, Inc. He has retired to Wanchese, N.C.

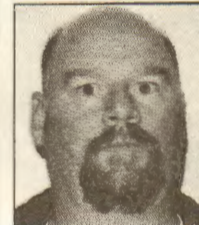
ISAIAH JENKINS, 62, began his career with the SIU in 1975 in the port of New Orleans. The South Carolina native worked as an engineer and sailed primarily aboard vessels operated by Whiteman Towing. Boatman

Jenkins makes his home in Harvey, La.

JAMES R. LUPTON, 62, first sailed with the SIU in 1970. Born in North Carolina, he worked as a captain, most recently aboard a Mariner Towing Co. vessel. Oriental, N.C. is where Boatman Lupton calls home.

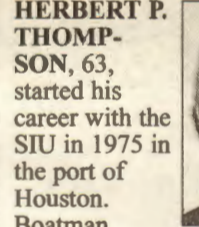


JOHN H. OTTINGER, 62, started his career with the Seafarers in 1967 in the port of Philadelphia. The New Jersey native worked in the deck department, last sailing aboard an Interstate Oil Co. vessel. From 1955 to 1959, he served in the U.S. Air Force. Boatman Ottinger has retired to King of Prussia, Pa.

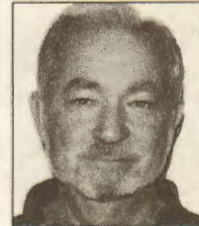


STEPHEN M. PLASH III, 41, joined the Seafarers in 1976 in the port of Houston, sailing aboard the tug *Atlas*. A native of Texas, he worked as a tugboat captain. Prior to retiring, he sailed aboard the *Francis E. Haden*, operated by G&H Towing Co. Boatman Plash makes his home in League City, Texas.

HOLLIS R. WILSON, 59, first sailed with the Seafarers in 1961. The Alabama native worked as a captain, last sailing aboard a Crowley Marine Service vessel. Boatman Wilson makes his home in Perkinston, Miss.



ALI A. MUSLEH, 66, began sailing with the SIU in 1966 from the port of Detroit. Born in Yemen, he became a U.S. citizen. Brother Musleh worked in the steward department, last sailing aboard the *J.A.W. Iglehart*, operated by Inland Lakes Management. He makes his home in Dearborn, Mich.



GREAT LAKES

ALI A. MUSLEH, 66, began sailing with the SIU in 1966 from the port of Detroit. Born in Yemen, he became a U.S. citizen. Brother Musleh worked in the steward department, last sailing aboard the *J.A.W. Iglehart*, operated by Inland Lakes Management. He makes his home in Dearborn, Mich.



Final Departures

DEEP SEA

VALENTIN ACABEO



Pensioner Valentin Acabeo, 83, passed away December 12, 1999. A native of Puerto Rico, he joined the Seafarers in 1940 in the port of New York. During his career, he sailed in the deck department and was active in union organizing drives. Prior to retiring in February 1978, he sailed aboard the *Sea-Land Anchorage*. Brother Acabeo was a resident of Bayamon, P.R.

WILLIE H. CHESTNUTT



Willie H. Chestnutt, 61, died February 20. Born in Arkansas, he started his career with the SIU in 1970 in the port of New Orleans. His

first ship was the *Kyska*, a Waterman Steamship Corp. vessel. Brother Chestnutt sailed in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School in Piney Point, Md. From 1955 to 1964, he served in the U.S. Navy. A resident of Gretna, La., he last worked aboard the *Liberty Star*.

ROBERT J. DAWSON



Pensioner Robert J. Dawson, 73, passed away January 7. He first sailed with the Seafarers in 1958. The California native worked

in the deck department and upgraded his skills at the SIU's training school in Piney Point, Md. During World War II, he served in the U.S. Navy from 1943 to 1946. Prior to retiring in March 1994, he sailed aboard the *Sea-Land Kodiak*. Brother Dawson made his home in Seattle.

JEREMIAH W. DONOVAN

Pensioner Jeremiah W. Donovan, 72, died October 22, 1999. Brother Donovan joined the Marine Cooks and Stewards (MC&S) in 1945. The California native sailed as a member of the steward department and began receiving his pension in July 1974. From 1951 to 1953, he served in the U.S. Army. Brother Donovan made his home in Mesa, Ariz.

BERNARD F. FIMOVICZ



Pensioner Bernard F. Fimovicz, 77, passed away February 22. Born in Ohio, he started his career with the Seafarers in 1943 in the port

of San Francisco, sailing in the deck department. During his career, he was active in union organizing drives and attended an education conference at the SIU's training school in Piney Point, Md. Prior to retiring in April 1979, he worked aboard the *Ultramax*, operated by Westchester Marine. Wheeling, W.Va. was his home.

NILS E. GRONBERG

Pensioner Nils E. Gronberg, 84, died January 30. A native of Finland, he first sailed with the SIU in 1942.



Brother Gronberg worked in the deck department and began receiving his pension in June 1972. He made his home in Sea Level, N.C.

HALIM Y. HAMBOUZ



Pensioner Halim Y. Hambouz, 73, passed away February 10. He began sailing with the SIU in 1949. Born in Egypt, he worked in

the engine department and upgraded his skills at the Seafarers Harry Lundeberg School. During his career, he was active in union organizing drives. Prior to retiring in March 1995, he sailed aboard the *Sea-Land Value*. Brother Hambouz was a resident of Brooklyn, N.Y.

ALLISON I. HEBERT



Pensioner Allison I. Hebert, 75, died February 3. Brother Hebert joined the Seafarers in 1947 in the port of New York. Born in Louisiana, he worked in the engine department and upgraded his skills at the SIU's training school in Piney Point, Md. He last sailed aboard the *OMI Platte*, a Titan Navigation vessel. A resident of Abbeville, La., he started receiving his pension in July 1985.

BERNARD R. HIREEN



Pensioner Bernard R. Hireen, 67, passed away December 16, 1999. Born in Canada, he began his SIU career in 1964 from the port of

New York. His first vessel was the *Robin Locksley*. He worked in the engine department, last sailing aboard the *Walter Rice*, operated by Reynolds Metal Co. From 1960 to 1964, he served in the U.S. Navy. Brother Hireen lived in Vancouver, British Columbia, Canada and retired in August 1997.

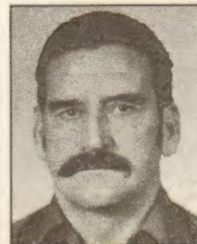
TONY E. INSON

Pensioner Tony E. Inson, 94, died January 8. He joined the MC&S in 1944 in the port of San Francisco. Born in the Philippines, he sailed as a member of the steward department and started receiving his pension in July 1968. Brother Inson made his home in San Francisco.

CHOCK S. JONG

Pensioner Chock S. Jong, 75, passed away November 6, 1999. Brother Jong began his career with the MC&S in 1947 from the port of San Francisco. A native of California, Brother Jong sailed in the steward department and began receiving his pension in November 1978. San Francisco was his home.

SANFORD KEMP



Pensioner Sanford Kemp, 73, died August 18, 1999. A native of Georgia, he began sailing with the Seafarers in

1951. Brother Kemp worked in the steward department, last sailing as a chief cook. A resident of Register, Ga., he retired in May 1980. From 1948 to 1951, he served in the U.S. Navy.

JOHN A. KICSAK



John A. Kicsak, 37, passed away December 20, 1999. Brother Kicsak graduated from the Seafarers Harry Lundeberg School's entry-level

training program in 1984 and joined the union in Piney Point, Md. His first vessel was the *LNG Virgo*, an Energy Transportation Co. vessel. Born in Pennsylvania, he sailed in the deck department and upgraded at the school. He was a resident of Norfolk, Va.

JOSEPH LAN

Pensioner Joseph Lan, 88, died December 27, 1999. Born in China, he joined the MC&S in 1942 in the port of San Francisco. He sailed in the steward department and began receiving his pension in September, 1974. Brother Lan made his home in San Francisco.

EDWARD E. LINDBERG



Pensioner Edward E. Lindberg, 76, passed away December 5, 1999. He began his career with the Seafarers in 1941 in the port of New Orleans.

A native of Iowa, he sailed as a member of the deck department. Brother Lindberg was a resident of Long Beach, Calif. and started receiving his pension in December 1986.

PAUL D. MARRA



Paul D. Marra, 42, died Jan 22. A native of California, he graduated from the Seafarers Harry Lundeberg School's entry-level training

program in 1974 and joined the union in Piney Point, Md. The *Potomac*, operated by Ogden Marine, was his first vessel. Brother Marra sailed in the deck department and upgraded at the school. Sacramento, Calif. was his home.

EDWARD G. MORALES



Pensioner Edward G. Morales, 87, passed away February 15. Brother Morales first sailed with the SIU in 1952 aboard the *Wacosta*, a

Waterman Steamship Corp. vessel. Born in Hawaii, he worked in the engine department. A veteran of World War II, he served in the U.S. Army from 1942 to 1945. He was a resident of Winter Haven, Fla. and started receiving his pension in January 1977.

WILLIAM NUTTAL



Pensioner William Nuttall, 94, died January 19. Born in the Philippines, he joined the Seafarers in 1947 in the port

of New York. Brother Nuttall sailed in the steward department and retired in May 1974. During his career, he was active in union organizing drives. San Francisco was his home.

EDDIE A. PARR



Pensioner Eddie A. Parr, 89, passed away February 3. A charter member of the Seafarers, he joined the union in 1939 in the port of

New Orleans. The Louisiana native sailed as a bosun in the deck department. During his career, he was active in union organizing drives. Brother Parr was a resident of Wells, Maine and started receiving his pension in January 1973.

ISAAC ROWEL

Isaac Rowel, 50 died December 2, 1999. A native of Louisiana, he began his career with the SIU in 1969 in the port of New Orleans. Brother Rowel worked in the engine department, last sailing in 1994 aboard the *Carolina*, operated by Puerto Rico Marine Management. He was a resident of New Orleans.

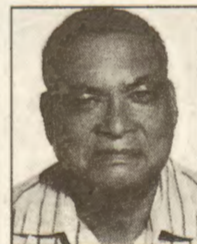
ARTHUR W. RUMMEL



Pensioner Arthur W. Rummel, 86, passed away December 11, 1999. He first sailed with the Seafarers in 1946 in the port of New York.

Born in Germany, he worked in the steward department. During his career, he was active in union organizing drives and attended an education conference at the SIU's training school in Piney Point, Md. He was a veteran of World War II, having served in the U.S. Army from 1942 to 1946. Brother Rummel resided in Sea Level, N.C. and began receiving his pension in August 1976.

THOMAS S. SCRUGGS



Pensioner Thomas S. Scruggs, 86, died January 13. Born in Oklahoma, he joined the MC&S in 1954 in Portland, Ore. Brother

Scruggs sailed as a member of the steward department. A resident of Seattle, he retired in July 1979.

RAYMOND E. SHARP

Raymond E. Sharp, 66, passed away October 19, 1999. Brother Sharp joined the Seafarers in 1952 in the port of New Orleans. A native of Indiana, he worked in the deck department, last sailing in 1978 aboard the *Cape Washington*.

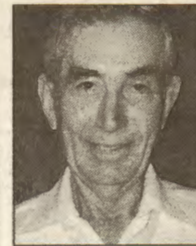
LEROY SIMMONS



Pensioner Leroy Simmons, 75, died December 3, 1999. He joined the MC&S in 1955 in the port of San Francisco. Born in South Carolina, he

sailed in the steward department. Brother Simmons was a resident of Daly City, Calif. and began receiving his pension in July 1976.

JOHN A. SMITH



Pensioner John A. Smith, 75, passed away January 27. A native of West Virginia, he began his career with the Seafarers in 1949 from the

port of Tampa, Fla. Brother Smith sailed in the engine department. Prior to retiring in February 1988, he worked aboard the *Sea-Land Oakland* as a chief electrician. He made his home in Elkton, Md.

INLAND

LOYD G. ARMANTROUT



Pensioner Loyd G. Armantrout, 77, passed away January 30. Born in Florida, he joined the Seafarers in 1967 in the port of Houston. Boatman

Armantrout worked as a chief engineer, last sailing aboard a G&H Towing Co. vessel. From 1944 to 1946, he served in the U.S. Marine Corps. A resident of Galveston, he started receiving his pension in August 1987.

ANTONIO ATILES

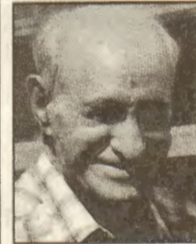


Pensioner Antonio Atiles, 72, died January 19. He started his career with the SIU in 1976 in his native Puerto Rico. Boatman Atiles

sailed in the deck department and attended an education conference at the SIU's training school in Piney Point, Md. Prior to retiring in June 1991, he worked aboard a vessel operated by Crowley Towing & Transportation. Carolina, P.R. was his home.

ATLANTIC FISHERMEN

SANTO G. FARINA



Pensioner Santo G. Farina, 87, passed away January 31. Born in Italy, he joined the Atlantic Fishermen's Union before it merged with the

AGLIWD. A resident of Gloucester, Mass., he started receiving his pension in April 1979.

CORRECTION

The biographical sketch of inland member Robert F. Hudgins that appeared in the February Final Departures was incomplete. It should have read:

ROBERT F. HUDGINS



Robert F. Hudgins, 54, died December 3, 1999. Boatman Hudgins started his career with the Seafarers in 1962 in the port of Norfolk, Va. For many years,

the Virginia native worked as a captain, sailing from Norfolk to Texas aboard vessels operated by Moran Towing Co., Interstate Oil Transport, Sonat and Maritrans. He also attended an education conference at the SIU's training school in Piney Point, Md. A resident of Mathews, Va., he last sailed in 1985 aboard a Moran Towing Co. vessel.

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.

CHALLENGER (CSX Lines), December 19—Chairman **Roy L. Williams**, Secretary **James E. Harper**, Educational Director **Lowell R. Lemm**, Engine Delegate **Teddie H. Carter**. Chairman discussed president's report in LOG reflecting on past decade. He reminded everyone that upgrading skills is vital to maritime industry. Clarification requested on cleaning cargo holds and tanks and on number of hours needed for sanitation by DEU; also on water blasting for deck department, which is not in current contract. Secretary urged crew members to participate in upcoming merger vote and advised them to check expiration dates on STCW and z-cards. Educational director stressed need to stay current with all issues concerning union. Crew asked for text of Jones Act. Vote of thanks given to steward department for job well done. Next ports: Long Beach and Oakland, Calif.

EL YUNQUE (IUM), December 31—Chairman **Paul J. Latorre**, Secretary **Milton M. Yournett**, Educational Director **Orlando Cancel**, Deck Delegate **Ronald Mena**, Engine Delegate **Jimmie R. Graydon**, Steward **Charles B. Collier Jr.** Chairman announced payoff in Puerto Rico January 2. He reminded crew members to vote for merger of SIU and NMU, noting strength in unity and better bargaining position. He also stressed importance of contributing to SPAD for preservation of Jones Act and job security. Secretary echoed sentiments and urged members to upgrade at Paul Hall Center in Piney Point, Md. for better future. Recommendations made to ask contracts department to consider lowering seetime required for retirement and pension and fully fund medical and prescription plans for dependent family members. No beefs or disputed OT reported. Next port: Jacksonville.

EXPEDITION (CSX Lines), December 5—Chairman **Norberto Prats**, Secretary **Edgardo M. Vazquez**, Educational Director **Oswald N. Bermeo**, Engine Delegate **Pablo Albino**, Steward Delegate **Michael A. Harris**. Chairman announced everything running smoothly with no beefs or disputed OT. Secretary advised crew members to upgrade skills and help union by contributing to SPAD. Educational director spoke about benefits of upgrading at Piney Point. Discussion held on upcoming SIU-NMU merger vote. Vote of thanks given to SA **Luis Rivera** for maintaining clean ship and to steward department for delicious Thanksgiving Day dinner.

HAWAII (CSX Lines), December 19—Chairman **Billy G. Hill**, Secretary **Edward P. Herrera**, Educational Director **Tracy J. Hill**, Deck Delegate **Evan J. Bradley**, Engine Delegate **Mark E. McNabb**, Steward Delegate **Jorge R. Salazar**. Chairman announced payoff in Oakland, Calif. He thanked all crew members for successful Russia-aid shuttle. He also reminded everyone to fill out paperwork for completing tour of duty. Educational director asked that crew members have mate sign TRBs. Beef reported by engine

delegate regarding no day's pay for those flying to Far East. Suggestion made to lower age of retirement. Job well done in all departments. Bosun asked crew to take care of videotaped movies. AB watchstanders thanked Capt. Barry for chair on bridge during long periods of hand steering.

OHIO (ATC), December 13—Chairman **Gregory A. Agren**, Secretary **Jeff Smith**, Educational Director **Rudolph Lopez**, Deck Delegate **Winston D. Thompson**, Engine Delegate **Marvin Lambeth**. Chairman reminded crew members to vote on SIU-NMU merger by January 31. Educational director suggested everyone take advantage of educational opportunities at Paul Hall Center. No beefs or disputed OT reported. Communication received from VP Contracts **Augie Tellez** regarding changes when daymen become watchstanders. Suggestions made to lower eligibility for vacation pay and increase benefits for dental care. Steward department given vote of thanks for job well done.

OVERSEAS JUNEAU (OSG Ship Mgmt.), December 5—Chairman **Benedict B. Born**, Secretary **Thomas Wybo**, Educational Director **Christopher J. Kirchner**, Deck Delegate **Steve Brown**, Engine Delegate **Ronald Lucas**, Steward Delegate **Vickie Haggerty**. Chairman led discussion of SIU-NMU merger. Many questions brought up regarding merger, for which clarification requested. He also talked about money purchase pension plan and told everyone to keep abreast of personal statements. He requested crew members turn in keys and leave rooms clean at end of voyage. Secretary reminded members to check shipping documents for expiration dates. Educational director urged everyone to attend upgrading courses at Piney Point. No beefs or disputed OT reported. Request made for contracts department to look into direct deposit of allotments twice a month. Mail service needs to be checked and new curtains and crew lounge/mess hall furniture ordered. Chairman gave vote of thanks to all for hard work throughout voyage and keeping house clean. Deck gang also thanked for smooth operation of tank cleaning, and steward department given A+ for food and sanitation. Steward, in turn, thanked bosun and deck department for help with barbecue, Steve Brown for extra help and master for providing specialty items for holiday meals. Emergency relief supplies given to crew aboard foreign-flag ship (Panamanian flag, Greek-owned, Ukrainian-crewed), *Delos #1*, who have been without pay for months. Next port: Portland, Ore.

OVERSEAS PHILADELPHIA (OSG Ship Mgmt.), December 12—Chairman **Lawrence L. Kunc**, Secretary **Dorothy S. Carter**, Educational Director **Kenneth Spivey**, Engine Delegate **Adrian Davis**, Steward Delegate **Jasper Jackson**. Chairman noted ship out of yard and will load jet fuel in Singapore for delivery to West Coast. Secretary advised crew that captain is checking on whether

crew members can call families from ship during holidays. Educational director stressed importance of upgrading skills and keeping STCW endorsements updated. TRBs to be filled out by chief mate. No beefs reported in deck or engine departments. During safety meeting, crew members reminded to secure all work areas and rooms, to stay off deck during bad weather and heavy seas, and to always wear hard hats and overalls. Anyone needing goggles, earplugs or safety belt should see mate or bosun. Next ports: Honolulu and Los Angeles.

2nd LT. JOHN P. BOBO (AMSEA), December 6—Chairman **William L. Bratton**, Secretary **Kristin Krause**, Educational Director **Charles J. Betz**, Deck Delegate **Darryl S. Atwood**. Discussion held about SIU-NMU merger. Chairman asked that anyone with problems see department delegate. If problem remains unresolved, take it to ship's committee, which meets weekly. Secretary noted cola machine not working; will be repaired soon. Volunteers needed to help with Christmas decorations. Educational director advised crew members to upgrade at Piney Point. He noted that with possible NMU merger, classes may be more crowded, so get in early. Treasurer announced \$1,955 in ship's fund. No beefs or disputed OT reported. Money purchase pension plan discussed. Satellite system is on the way. Contract for upcoming year to be published soon. Steward department given vote of thanks for enjoyable Thanksgiving Day dinner. Next ports: Barcelona, Spain; Haifa, Israel.

SPIRIT (CSX Lines), December 26—Chairman **Robert T. Grubbs**, Secretary **Angel B. Correa**, Educational Director **Mohamed N. Alsinai**, Deck Delegate **Frederick C. Meier**, Engine Delegate **Julio Reyes**, Steward Delegate **Miguel A. Robles**. Chairman talked about SIU-NMU merger vote and asked everyone to participate. Secretary spoke about benefits of upgrading at Paul Hall Center and stressed importance of contributing to SPAD. Treasurer announced \$60 in movie fund. No beefs or disputed OT reported. Suggestion made and forwarded to contracts department to lower seetime needed for vacation and retirement. Thanks given to steward department for job well done. Next port: San Juan, P.R.

DEVELOPER (U.S. Ship Mgmt.), January 9—Chairman **James L. Carter**, Secretary **Robert A. Castillo**, Educational Director **David B. Hamilton**. Chairman said trip went well with good crew. He stressed importance of contributing to SPAD and announced arrival in Long Beach, Calif. January 14 with payoff following day. Secretary thanked crew for helping keep vessel clean. Educational director reminded everyone of necessity of obtaining TRBs in order to register. Crew members also need to have STCW endorsements by 2002. No beefs or disputed OT reported. Suggestion made for next contract to have same vacation time as MMP and MEBA. Vote of well deserved thanks given to steward department.

EXPLORER (U.S. Ship Mgmt.), January 30—Chairman **Edward M. Cain**, Secretary **William R. Burdette**, Educational Director **Ernest Gibson**, Deck Delegate **Horst Baetjer**, Engine Delegate **Larry D. Thompson**, Steward Delegate **Michael R. Briscoe**. Chairman announced arrival in Long Beach, Calif. February 2. U.S. Coast Guard inspection drill to take place there. Chief mate sent out notice of time off for unlicensed crew. Suggestion made to

send letters to union and company regarding Coast Guard inspections and drills taking place on only full day in port (day off). Request that drills and inspections be held on sailing day, when all crew members are aboard. Secretary noted that any issues concerning food quality or service should be addressed to him. Educational

members of upgrading at Paul Hall Center whenever possible. No beefs or disputed OT reported. Clarification requested on shipping rule violations and equalization of overtime.

MAERSK TEXAS (Maersk), January 10—Chairman **Dirk W. Adams**, Secretary **Theodore E.**

Gilliland in the Gulf

While the *USNS Gilliland* was in the Persian Gulf recently, SIU members continued to perform their jobs in a professional manner. At right aboard the Bay Ship Management Co. vessel are QMED Octovianus Pariana (left) and GUDE Ezell Jordan. Below, Roberto Rodriguez works on the diesel generator from above.



director urged everyone to attend upgrading courses at Piney Point. Treasurer announced \$1,500 in ship's fund. Everyone enjoying new video rewinder, thanks to chief cook. No beefs or disputed OT reported.

GOPHER STATE (IUM), January 27—Chairman **Nathaniel Leary**, Secretary **Winston E. Marchman**, Steward Delegate **Wayne D. Webb**. Chairman announced payoff on January 31 in Guam and urged crew members to continue attending upgrading courses at Paul Hall Center when time permits. Everything running well with no beefs or disputed OT reported.

HMI DIAMOND SHOALS (IUM), January 29—Chairman **Ramon Castro**, Secretary **Leticia Perales**, Educational Director **Nestor V. Martinez**, Deck Delegate **Randall R. Shearer**, Steward Delegate **Isabel Miranda**. Chairman announced ship arriving January 30 in El Segundo, Calif. to anchor. Payoff scheduled next day. He thanked deck department for good, safe job. Secretary stated linen always available. If anything else needed, let steward department know. Educational director spoke of upgrading skills at Piney Point. Treasurer announced movie fund of \$150/month. No beefs or disputed OT reported. Two suggestions made and forwarded to contracts department. First, that crew receive one hour weekly for sanitary and delegates, chairman and secretary get one hour weekly for union business. Second, that crew members be allowed to collect vacation pay after 80 days employment. Thanks given to all department for job well done.

MAERSK COLORADO (Maersk), January 23—Chairman **Andrew B. Barrows**, Secretary **Hugh E. Wildermuth**, Educational Director **Floyd J. Acord**, Steward Delegate **Allan D. Bright**. Chairman discussed upcoming SIU-NMU merger vote and misinformation being spread via internet about merger. Educational director reminded crew

Quammie. Chairman announced everything running smoothly with arrival in Charleston, S.C. January 11. Still awaiting arrival of lounge furniture and new motor for washing machine. Educational director encouraged members to upgrade at Piney Point. No beefs or disputed OT reported. Thanks given to steward department for job well done.

PFC EUGENE A. OBREGON (Waterman Steamship), January 13—Chairman **Henry Bouganim**, Secretary **Patrick D. Helton**, Educational Director **Robert A. Farmer**, Deck Delegate **Juan Torres**, Engine Delegate **Maximo D. Dising**, Steward Delegate **Rudolph A. Xatruch**. Educational director stressed benefits of upgrading at Paul Hall Center. No beefs or disputed OT reported. Everyone asked to make sure STCW certificates are up to date. Request made to look into availability of reliefs and also to be sure hiring halls let Seafarers know of pay scale on this vessel. Thanks given to steward department for great voyage, especially holiday meals. Port of expected payoff: Souda Bay, Crete.

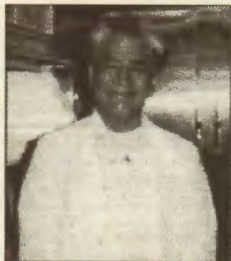
ROBERT E. LEE (Waterman Steamship), January 23—Chairman **Eugene T. Grantham**, Secretary **Miguel A. Pabon**, Deck Delegate **Quintin S. Herrera**, Steward Delegate **Fernando R. Guity**. Chairman announced watchstanding changes in deck department. Educational director noted those crew members who took hazmat test this trip should receive validation card from chief mate. Treasurer reported \$602 in ship's fund. No beefs or disputed OT reported. Clarification requested on penalty rate OT. Job well done given to Capt. William Dunford, engine department and ABs for safe operation after ship hit bad weather while entering port of Morehead City, N.C. Damage was done to bridge and other places in house. Port of expected payoff: New Orleans.

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.)

Remembering The Good Times

I am writing to let you know my dear friend of nearly 30 years, Wally Lau, passed away in February. He was 78.



Steward/Baker Wally Lau aboard the *Gus W. Damell* in 1987.

We met on the *Mariposa* in San Francisco. He was a great cook/baker and got along well with all the shipmates.

Wally made very attractive ornaments for the passenger tables, which pleased the guests very much.

He is survived by a daughter, Elaine.

Jeanie L. Sartup
Rochester, Wash.

(Pensioner Jeanie Sartup first sailed aboard the *Monterey* in November 1969. She retired in 1983.)

Remembering The Good Times II

Once an SIU member retires after countless years with the best union ever, and the excitement dies down after fishing, vacationing and doing all the other things you couldn't do when you were sailing, you'll start thinking of all the amazing sights you've seen—some good and some bad.

As an oiler aboard the *Robin Kirk* on the South African run, I remember seeing Tabletop Mountain and Lion Head Mountain as we neared the port of Capetown—both of which I had read of in geography and history books in my grade school days.

Two wipers and I went to the top of Tabletop by cable car and could watch the city getting smaller and smaller. Once on top, it was a beautiful sight, and I haven't forgotten it to this date.

Then there was the time on the *Steel Surveyor* as we were heading toward Hawaii for a full load of sugar after discharging military cargo in Saigon. As we neared the Hawaiian coast, I saw the most beautiful sunset ever—picture-perfect.

Another memory: as a second electrician aboard the *Cosmo Trader*, we were going to Saigon with military cargo, but due to an emergency, we had to pull into Manila, in the Philippines, for repairs.

A company gangway man told us of an unusual sight at a cemetery there. The man was right.

After entering through a gate,

the chief electrician and I noticed a stone wall encircling the place. As we went in deeper, it was truly a sight to behold.

Every deceased person was interred in a marble monument above ground, each one with a huge painting of him- or herself enclosed in glass. One of the monuments was huge and must have housed many generations. The entire cemetery was spotless and a sight to be seen.

I have tried to find the pictures I took, but can't locate them.

I was an SIU member from 1951 until 1986, and I owe everything I have to the SIU. Members will never realize what a great union they are with until they retire or go somewhere else.

Walter Karlak
Woodside, Queens, N.Y.

Remembering The Good Times III

Russians have told me that everybody in Russia has read Tom Sawyer and Huckleberry Finn.

Around 1953, I spent a month in Russia. I sailed aboard a cadet training ship in Talin, Estonia and on a Russian ship out of Odessa, then 11 days aboard the *Alexander Pushkin* from Rostov on the Don to Kazan.

With this experience, I wrote a short story, "Bernard Overall, The Russian Tom Sawyer."

Rev. Charles H. McTague
Harrison, N.J.

(Charles McTague joined the SIU on February 2, 1939 and later studied for the priesthood at St. Francis Xavier University in Nova Scotia, Canada. He has been a priest for the past 53 years.)

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.

Procedure for SIU Absentee Ballots

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

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

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

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

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

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

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

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UNION INDUSTRIES SHOW 2000

MAY 5 - 8, 2000
Friday, May 5 - 12 noon to 8 p.m.
Sat. - Sun. - Mon., May 6-8
11 a.m. to 7 p.m.



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EXHIBITS

SEAFARERS PAUL HALL CENTER 2000 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between April through June 2000 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	April 3	April 28
	May 1	May 26
Lifeboatman	April 17	April 28 (pre-AB)
Radar Unlimited	April 3	April 14
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	April 17	April 21
Limited License	May 1	June 23

Engine Upgrading Courses

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

Steward Upgrading Courses

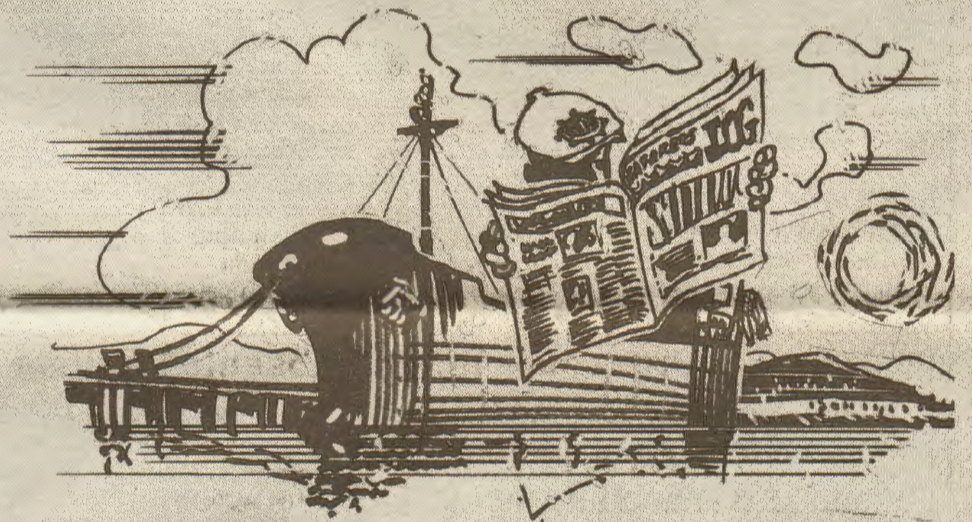
Course	Start Date
Galley Operations/ Advanced Galley Operations (Every week)	April 3, 10, 17, 24
	May 1, 8, 15, 22, 29
	June 5, 12, 19, 26
Certified Chief Cook/Chief Steward (Every other week)	April 3, 17
	May 1, 15, 29
	June 12, 26

Safety Specialty Courses

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

Academic Department Courses

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



Check next month's LOG for additional Paul Hall Center courses for the second half of the year.

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

4/00

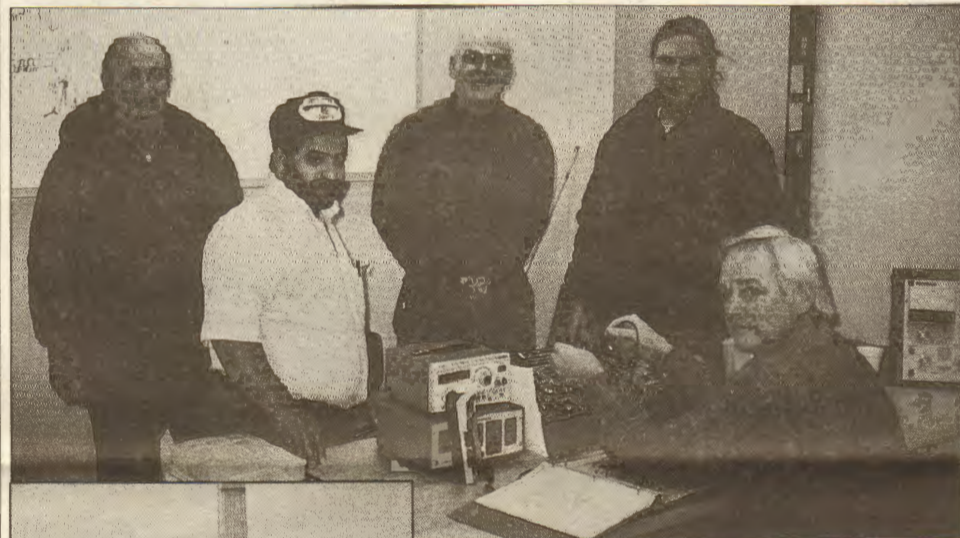
Paul Hall Center Graduating Classes



Unlicensed Apprentice Water Survival Class 599 — Unlicensed apprentice class 599 graduating from the water survival course are (from left, kneeling) Peter Pamepinto, Norman Arquillano, Ryan Humphreys, Quinton Washington, Elijah Huff, (standing) Brian Fifer, Jesus Martinez, Ray Hebert, James Brosher, Donna Sylvia and Jamal Somerville.



ARPA — Completing the course in automatic radar and plotting aids on February 4 are (from left) Jeff Lagana, Bill Hough, Edgard Martinez, Tim Johnston, Chris Edyvean, Raymond Henderson, John Astad, Dennis Hurley and Mike Smith (instructor).



Marine Electronics Technician

— Graduating from the marine electronics technician course on March 31 are (from left) Frank Bakun, Mohamed Alsinai, George Collier, Douglas Felton and (seated) Jay Linx. Their instructor, not shown, was Russell Levin. At left are the same students on a tour of high tech exhibits at the Smithsonian Institution in Washington, D.C. The museum displays helped the upgraders understand the rapid changes that have occurred in technology.



Welding — Members of the engine department earning their certificates of achievement from the welding course on March 3 are (in no particular order) Conrado Martinez, Peter Sternberg, Lino Remorin, David Kloss, Marino Callejas, Sotero Berame, Rhonda Koski and Faustino Pereira. Their instructor was Buzzy Andrews.

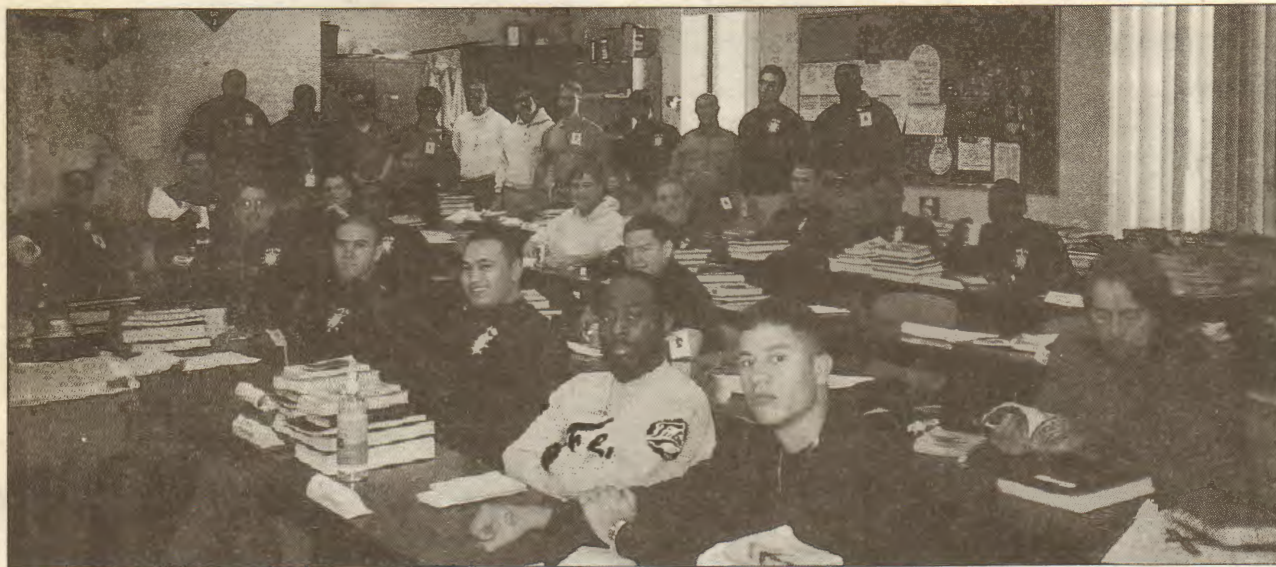


Recertified Stewards — Students completing the steward recertification program on March 6 learn the art of ice carving as part of their requirements for graduation. Members of the class (not all in the photograph) are (in no particular order) Richard Riley, Anthony St. Clair, Robert Haggerty, Kevin Marchand, Randy Stephens, Abraham Martinez, Martin Buck, William McGee, Jeanette Montgomery and William Bryley.



Able Seaman — Upgrading Seafarers earning their AB endorsements on February 18 are (in alphabetical order) Ronald Ammar, Arvell Brown, Michael Brown, David Burnham, Paul Cuevas, Randy Diaz, John Durfee, Miguel Guity, Frank Hall, Douglas Hemphill, Mark Hummel, Walter Lichota, Patricia McNulty, Nelson Montoya, Michael Moore, Chad Noda, Phillip Noto, James Stimage and Justin Vonsprecken.

Paul Hall Center Graduating Classes



Tanker Assistant Cargo (DL) — Among those completing the tanker assistant cargo (DL) course on January 28 with instructor Jim Shaffer are (in no particular order) Shannon Bonefont, Alfred McIntyre, Europa Tuivati, Keolamuloahawaiioloa Mowat, David Green, Blaine Harkins, Randy McKenzie, Adam Williams, Brandon Scalzo, Robert Parker, Charles Larson, Secundino Arzu, Romel Holand, Kenneth Jones, Michael Mayo, Tyler Laffitte Jr., Erik Nappier, Reggie Donaldson, Thomas Komenda, Lino Remorin, Barry Verbois, John Astad, Enrique Crespo, Roy Williams, Steven Cook, Abdulla Saeed, Jason Dew, Bobby Ellis Jr., Frank Iverson and John Palughi.

Tanker Assistant Cargo (DL) — On February 25, another group graduated from the tanker assistant cargo (DL) course with instructor Jim Shaffer (far right). They are (in no specific order) Roy Jerue Jr., Brock Booker, Carlton Hendley, Vincent Sanchez III, Fred McGauley IV, Derrin Juul, Mark Pesola, Hector Frederick, Judith Merwin, Steven Kniola, Michael Kachele, Joseph Saeger, Anthony Brown, William Lough, Donovan Christie, Edgardo Ong, Johnie Chavis, Maxwell Hassell-EI, John Wong, David Fricker, Kenji Hoffman, Ernie Gay, Jerome Wong, Adel Shahter, Bernard Hutching and David Heavey.



Unlicensed Apprentice Class 600 — Completing the water survival course are members of unlicensed apprentice class 600. They are (in alphabetical order) Travis Astbury, Joseph Brosher, Shannon Berry, William Colson, Todd Curry, Paul Hagan, Blake Horton, Michael James Jr., Andrew Linares, Michael-Shawn Logotaeao, Jessica Lorusso, Bradford Lowry, Harry Oglesby, William Schuchardt and Leonard Shuman II.

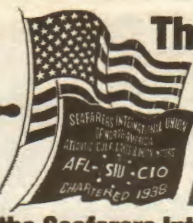


Galley Operations — Finishing one of the required two-week modules in the galley operations curriculum are (from left, front row) Kameron Kamaunu, Lisa Marie Kitashima, Daniel Dillabough, (second row) Chef Ed White (instructor), Larry Jolla, Terry Allen, Richard P. Mata and Roy Fairfield (assistant instructor).



FOWT — Earning their FOWT endorsements on February 18 are (in no particular order) Calvin McField, John Miracle, Jason Mixson, Alex Oliva, Eldon Palmer, Eric Rodgers, Mark Savage, Lawrence Sherinski, Hector Solis, Samuel Taylor, Mark Vidal, Antuan Barnes, Shaun Bonefont, Cole Bridwell, Kevin Bullen, Elvin Fontanilla, Timothy

Flynn, Manuel Hernandez, Mohamed Jamsheedi, Anthony Jones, Carlos Majao, Nelson Martin, Alexander Williams, Dawn Williams and Jeffrey Wise. Their instructor was Mark Jones (far left).



The

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Seafarers Log

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Vacation at Piney Point

Now is the time to start thinking about a summer vacation. The Paul Hall Center can provide you and your family with all the ingredients for a memorable summer holiday. For additional information and rates, see page 12.

NATCO Crews 'Always Picking Up'

Safety Stressed in Round-the-Clock Assignments



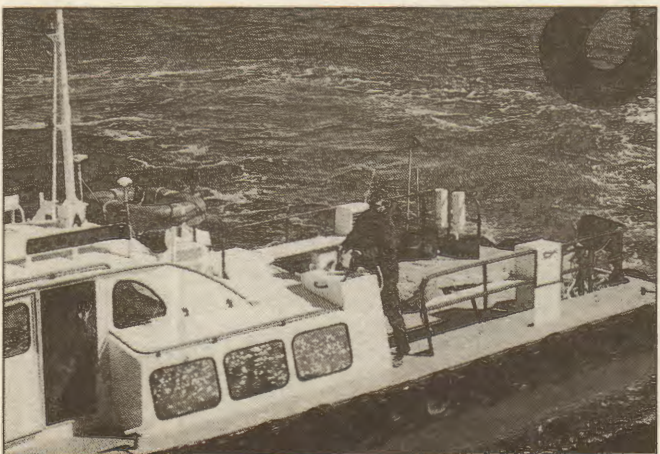
The hopper dredge *Sugar Island* makes waves in Morehead City, N.C.



Third Mate James Hoffman has the *Sugar Island* under control.



Seafarer Randy Beacham (in photo above and below) loads stores and then transports them to the *Sugar Island* and *Northerly Island*.



Captain Phil Kleinebreil describes dredging as "probably the most dangerous part of the maritime industry. There's a lot of moving equipment and the work is non-stop. There are a lot of overhead dangers."

SIU crews on NATCO dredges meet the challenge by constantly emphasizing safety. From basic precautions such as wearing hardhats and steel-toed shoes, to more elaborate protective measures like meticulously rigging equipment for dredging and beach-replenishment jobs, the mariners work safely.

"I'd say that the union, the company and the crews are well-equipped for doing safe work," says Kleinebreil, who has spent 13 years on NATCO's SIU-crewed dredges.

Adds Captain Mike Horn, a 17-year veteran of the industry, "It's fairly specialized work. In order to do it properly and safely, you can't put just anybody out there."

SIU members crew the NATCO hopper dredges *Dodge Island*, *Sugar Island*, *Padre Island*, *Manhattan Island* and *Northerly Island*, plus another dredge (the *Long Island*) operated by NATCO parent company Great Lakes Dredge & Dock. And, as reported in the January issue of the *Seafarers LOG*, Great Lakes Dredge & Dock is building a new 315-foot dredge at a union yard in Sturgeon Bay, Wis.—the *Liberty Island*, tentatively slated to sail in 2001.

"We work all over the place," notes Horn. "We work most of the major ports on the East Coast and some of the lesser ones. I've also worked jobs in Oregon and California."

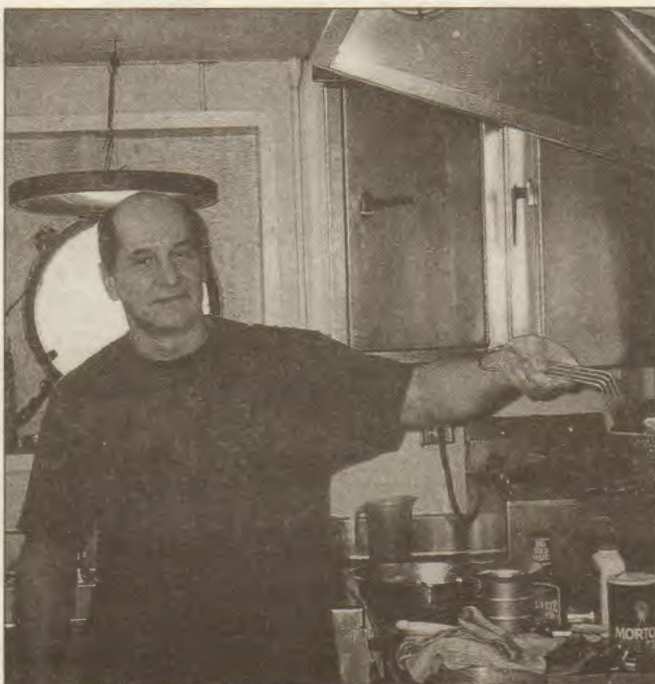
Routine dredging, channel maintenance and beach renourishment are the most common jobs for NATCO's fleet. Last month, the five Seafarers-crewed dredges handled assignments in Florida, South Carolina, Alabama and Puerto Rico.

No matter the task, the vessels operate 24 hours day, seven days a week. Despite that relentlessly demanding schedule, Kleinebreil says the NATCO mariners have found their niche.

"I like dredging. The work is hard, but the time goes by fast when you're out here," he observed last month while aboard the *Northerly Island*. "You get quality time at home, and the money's not bad, either."

The crews also keep a sense of humor about their industry. They jokingly describe their work with slogans such as, "Dredging is always picking up," or "Dig it."

"And there are a few others, too, but we don't want to go there," Kleinebreil chuckles.



Chief Steward Sidney Guidry whips up a delicious lunch for fellow crew members aboard the *Northerly Island*.



Once Seafarers such as AB/Dragnetter Jeff Strait (pictured on the *Sugar Island*) begin a job, the operations continue 24 hours a day.



Ready to meet with Pat Vandergrift, SIU safety director from the port of Norfolk, Va., are (from left) Asst. Engineer William Quick, AB Brad Brunette and Steward/Cook David Strickland on the *Sugar Island*.



Safety is constantly emphasized by (from left) Captain Terry Bader, AB Chris Jensen and AB/Dragnetter Dale McKelvie on the *Northerly Island*.



A visiting photographer is the only thing that briefly slows (from left) QMED Brett Sollee, QMED Rickey Pettaway, AB Joe Conlin and Chief Engineer Joseph Kadak aboard the *Northerly Island*.