

The

www.seafarers.org

Volume 62 Number 5

May 2000

SEAFARERS LOG

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



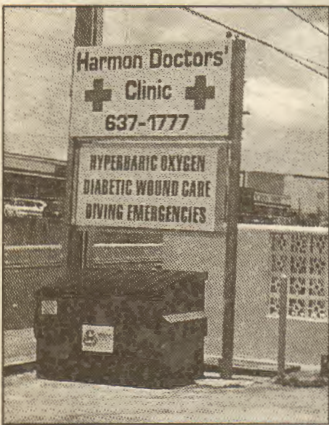
Construction Begins On Paul Hall Center's New Simulator Building

*School Will Add World's
Most Modern Systems*

Groundbreaking for the new simulator building at the Paul Hall Center for Maritime Training and Education took place last month. The school, based in Piney Point, Md., is adding new simulators for shiphandling (insets), engine room functions, crane operations and liquid cargo procedures. Pages 12-13.

SIU Opens Hall in Guam

Local Clinic Contracted on Island



The union last month opened a new hall in Guam, a U.S. territory where many SIU-crewed vessels are based. It is located on the third floor of Sunny Plaza in Tamuning. Additionally, the Seafarers Welfare Plan contracted with a nearby medical clinic in Harmon, Guam. At right (from left), SIU Representative Matt Holly, AB/Dayman Mike Merrell, AB Bruce Bussert, AB John Favero and Recertified Bosun Peter Funk arrive outside the hall. Page 3.



Jobs Gained

Seafarers Crew Tanker Prudhoe Bay



The SIU tanker fleet grew last month as Seafarers crewed the *Prudhoe Bay* from the hall in Tacoma, Wash. The vessel's run includes three different stops in Washington as part of the Jones Act fleet. Page 3.

Joining Call for Global Debt Relief



At a rally April 9 in Washington, D.C., Seafarers and other union members joined fellow activists in calling for global debt relief for developing nations. AFL-CIO President John Sweeney (center) delivered a powerful message at the event when he pointed out that Third World debt is forcing American workers to "compete for jobs with workers in countries who are making 10 cents an hour." Greeting Sweeney are (from left) Recertified Bosun Dan Ticer, SIU Representative Steve Ruiz and Unlicensed Apprentices Patrick McAlpin and William Yurick. Pages 2, 11.

President's Report

Building for the Future

As you can see on the front page of this issue, we have another project under way at the Paul Hall Center designed to further improve the quality of the training Seafarers receive.



Michael Sacco

The center is expanding and upgrading its simulator facility. In a big way.

When the Lindsey Williams Building opened 15 years ago, the equipment inside was considered cutting-edge technology. Members could come to the school to upgrade their shiphandling skills using computers rather than actually being on the water.

Fifteen years ago, the shiphandling simulator was the most effective way of training. It has been upgraded to the best of its capabilities. However, it has reached its limits. All the information stored in the separate computer room in the Williams Building to operate the simulator now can fit inside a laptop computer.

The new simulator building—scheduled to open this fall—will continue to provide shiphandling training. The facility is designed to better prepare deck department members to become ABs.

The new equipment will allow upgraders to have a full 360 degree view from the virtual bridge. It will have electronic chart displays in a fully integrated bridge.

Like the old simulator, it will have several auxiliary bridges along with the main bridge. The difference will be that the separate bridges will be interactive. This means a Seafarer training to operate a docking tug can work with another upgrader learning to bring a containership to port. The technology will allow them to work together to experience this situation. This is just one of many new training situations that can be experienced.

Seafarers working aboard tankers and tank barges will benefit from the new technology. The center will be installing a liquid cargo handling tanker simulator which can be used by inland and deep sea upgraders. The new system incorporates the latest technology aboard today's tankers, including computerized loading and discharge.

Engine department upgraders will have their own simulator courses.

The new equipment will greatly expand the automation training for QMEDs as the center will have the capability to train in any propulsion mode. This includes diesel propulsion, steam propulsion, gas turbine propulsion and all auxiliary support systems.

The new building will feature multi-functional classrooms that will allow for all kinds of training.

And, best of all, the whole system is designed to upgrade and expand to include the technology needs of the future.

The SIU is proud of the fact that we have the best trained, safest mariners in the world. This new simulator complex is the latest proof we intend to keep that distinction.

The Paul Hall Center has continually grown and changed to meet and exceed the needs of Seafarers since its gates opened more than 30 years ago. Those of you who have been to Piney Point know of the many changes that have taken place just during the last couple of years. The culinary lab and the Joseph Sacco Fire Fighting and Safety School are the most obvious. But, the range of new classes and the modern way that old standards are taught highlight the school's ability to change with the times.

The *Seafarers LOG* will keep you updated on the progress of the new simulator building.

The new facility is the latest example of how the SIU is moving ahead with the times—new ships, new jobs, new technology and new training for the new century.

Volume 62, Number 5

May 2000

The SIU on line: www.seafarers.org

The *Seafarers LOG* (ISSN 1086-4636) is published monthly by the Seafarers International Union; Atlantic, Gulf, Lakes and Inland Waters District; AFL-CIO; 5201 Auth Way; Camp Springs, MD 20746. Telephone (301) 899-0675. Periodicals postage paid at Southern Maryland 20790-9998 and at additional offices. POSTMASTER: Send address changes to the *Seafarers LOG*, 5201 Auth Way Camp Springs, MD 20746.

Communications Director, Daniel Duncan; Managing Editor, Jordan Biscardo; Associate Editor/Production, Deborah A. Hirtes; Art, Bill Brower; Administrative Support, Jeanne Textor.

Copyright © 2000 Seafarers International Union, AGLIWD All Rights Reserved.



Seafarers Join In Call For Global Debt Relief

Approximately 50 SIU members took part in an April 9 rally in front of the U.S. Capitol—a demonstration described by the AFL-CIO as “a symbolic call to the world's industrialized nations and global financial institutions to break the staggering chain of debt afflicting the world's developing nations.”

Union members were prominent among the estimated 4,000 people who participated in the four-hour event, culminating with demonstrators forming a human chain around the Capitol.

Organized by Jubilee 2000/USA, which bills itself as “part of a worldwide movement of people of conscience and people of faith, including trade union members, environmentalists, human rights and other activists,” the rally kicked off a week of mobilizations aimed at making the global economy work for working families.

“High debt levels force developing countries to lower labor standards and wages in order to attract corporate investment,” AFL-CIO President John Sweeney told the Jubilee 2000 crowd. “That means American workers must compete for jobs with workers in countries who are making 10 cents an hour. It pits worker



AFL-CIO President John Sweeney calls on Congress to cancel the debt owed by some nations.

against worker and nation against nation in a race to the bottom, and it's a race we must stop with debt relief.”

OS Joao Cordeiro, interviewed by a television reporter during the event, said that canceling the debts of the most heavily indebted nations “is the right thing to do.” That will help enable them to boost spending on education, health care and job creation, he stated.

According to rally organizers, 40 such nations owe other governments and financial institutions, such as the World Bank and International Monetary Fund,

some \$220 billion, with little realistic hope of repayment. One result is that these countries cannot afford the most basic social needs.

In Mozambique, recent floods killing more than 600 people and displacing a million more added to already crushing poverty, said Eufrigina dos Reis Manoela, a member of that nation's parliament. Yet Mozambique must spend most of its few resources on servicing its debt.

“That money should be used for long-term development to

Continued on page 11



Many of the Seafarers who took part in the demonstration show off part of the chain held by participants around the U.S. Capitol to symbolize the chain of debt incurred by developing nations.

St. Louis Port Council Honors 3

The St. Louis Port Council of the Maritime Trades Department, AFL-CIO last month honored three individuals during its annual dinner event. Pictured at the April 8 affair are (from left) Dick Mantia, port council president; Jack Martorelli, port council VP; Michael Sacco, MTD and SIU president; Missouri Gov. Mel Carnahan, recipient of the Joseph Sacco Friend of Labor award (named in memory of the late SIU VP); Jimmy Hathman, president of the Iron Workers District Council of St. Louis and winner of the Labor Man of the Year award; Ken Behlmann, president of the Behlmann Automotive Group and honoree as the Management Man of the Year; and Jerry Feldhaus, executive secretary-treasurer of the Building and Construction Trades Council of St. Louis.



Prudhoe Bay Signals New SIU Jobs

The union last month gained new jobs in its Jones Act tanker fleet as SIU-contracted Crowley Maritime became the operator of the former ARCO vessel *Prudhoe Bay*.

After the first SIU crew signed onto the ship, the vessel began lightering operations in Puget Sound, Wash. The *Prudhoe Bay* usually loads several grades of gasoline, jet fuel and diesel at the Cherry Point refinery and then lighters to Crowley barges in Anacortes, Wash.

Built in 1971 in Baltimore, the tanker is 810 feet long and has a 105-foot beam. It can carry approximately 443,000 barrels.

SIU Tacoma Safety Director Jamie Overby met with Seafarers as they boarded the tanker late last month. He reported they were excited at the prospect of new jobs for SIU members.



Pictured aboard the newly contracted tanker *Prudhoe Bay* are (from left) AB Alula Teferi, AB T. Ingersol, Safety Director Jamie Overby and Bosun Lewis Fitzjearl.



In the engine room of the former ARCO tanker are (from left) GUDE J. Israel, OMU Earl Olson, Safety Director Jamie Overby, OMU John Lange and OMU Casey Barber.



Helping keep the galley operating smoothly is Chief Cook Gary Loftin.

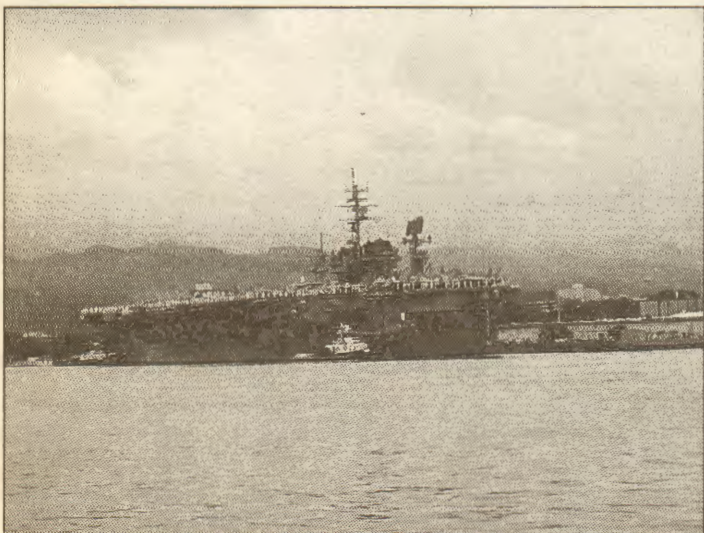


Formerly part of the ARCO fleet, the *Prudhoe Bay* now is crewed by SIU members.

On 'Z' Job in Pearl Harbor



Earlier this year, SIU-crewed tractor tugs accomplished their task of docking an aircraft carrier at the Naval base in Pearl Harbor, Hawaii as these photos were taken. Seafarers first crewed the new "Z-class" boats in early 1999. Operated by Admiral Towing and Barge Company, the tugs feature a Z-drive—an integrated unit which replaces conventional propellers and rudders. It performs propulsion as well as steering, thereby enabling the tug to push or pull in any direction. Each of the Hawaii-based tugs—named *Z-Three*, *Z-Four* and *Z-Five*—is 95 feet long.



SIU Opens Hall in Guam

Welfare Plan Contracts With Clinic

With the opening last month of a new SIU hall in Guam, Seafarers now have an additional location where they can register, file for benefits, acquire upgrading forms and beneficiary cards and take care of other related business with the union.

Additionally, the Seafarers Welfare Plan has contracted with Harmon Doctors' Clinic in Guam, so members may utilize that facil-

ity to meet their medical requirements for shipping.

"Considering the large number of SIU-contracted ships that are based in Guam, this is a logical move that should prove very convenient for the membership," observed SIU Secretary-Treasurer David Heindel. He added that in addition to the SIU halls in the continental United States, the union now operates

SIU Hall in Guam

Sunny Plaza
125 Tunjesus Crisostona St.
Suite 301-E
Tamuning, Guam 96911
Telephone: (671) 647-1351 or 1350
Fax: (671) 647-1359

SWP-Contracted Clinic

Harmon Doctors' Clinic
2214 Route 16
Harmon, Guam 96912

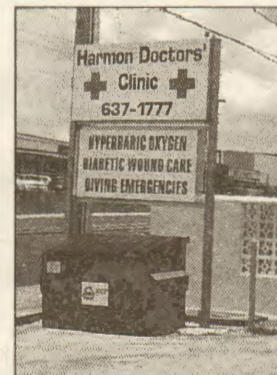
halls in Guam, Hawaii, Alaska and Puerto Rico.

The Guam hall is located at Sunny Plaza (third floor), 125 Tunjesus Crisostona Street in Tamuning. The clinic is in nearby Harmon, located at 2214 Route 16 (see box above).

Meanwhile, progress continues in the modification of the building on Essex Street that will serve as the SIU's Baltimore hall. The union anticipates transferring its Baltimore operations from the current facility on East Baltimore Street to the newer building in the near future.



Seafarers in Guam may utilize the new SIU hall at Sunny Plaza (left) and the new clinic in Harmon (right).



Taking advantage of the newly contracted clinic in Guam are SIU members (from left) AB/Dayman Mike Merrell, AB Bruce Bussert and AB John Favero, each with Tesh Caole of the Harmon Doctors' Clinic.

Membership Receives President's Pre-Balloting Report

SIU President Michael Sacco has issued the pre-balloting report to the membership announcing general elections for the union's officers will take place this year. The releasing of this report is called for in Article X, Section 1(e) of the SIU constitution.

The report lists the various offices that will appear on the ballot. Voting will begin November 1 and continue through December 31.

Those elected will serve a four-year term from 2001 through 2004. A total of 27 positions from president to port agent will appear on the ballot.

In presenting the report, Sacco noted he has worked with the union's executive board and port officials to appraise the needs of the SIU for the next four years and beyond, while considering changes that have occurred in the industry.

Printed below is the full text of the 2000 pre-balloting report.

May 8, 2000

Pursuant to Article X, Section 1(e) of our Constitution, I am submitting at this regular May membership meeting of this election year, my Pre-Balloting Report.

The balloting for our General Election of Officers for the term 2001-2004 will commence on November 1 and continue through December 31, 2000. The election will be conducted under the provisions of our Constitution, as amended and effective July 13, 1989, and such other voting procedures as our Secretary-Treasurer may direct.

I have, in consultation with our Executive Board and Port Representatives, made a careful appraisal of the needs of this union, its membership and its currently existing constitutional ports. We have carefully considered the changes that have taken place in

the maritime industry over the last few years, with a view toward meeting the ever-changing demands.

It is my recommendation, in accordance with our Constitution, that the following offices be placed on the ballot in the 2000 General Election of Officers for the term 2001 through 2004.

HEADQUARTERS

- 1 President
- 1 Executive Vice President
- 1 Secretary-Treasurer
- 1 Vice-President in Charge of Contracts and Contract Enforcement
- 1 Vice-President in Charge of the Atlantic Coast
- 1 Vice-President in Charge of the Gulf Coast
- 1 Vice-President in Charge of the West Coast
- 1 Vice-President in Charge of the Southern Region, Great Lakes and Inland Waters

1 Vice-President in Charge of Government Services and Fishing Industries

1 Assistant Vice-President in Charge of Contracts and Enforcement

1 Assistant Vice-President in Charge of the Atlantic Coast

1 Assistant Vice-President in Charge of the Gulf Coast

1 Assistant Vice-President in Charge of the West Coast

1 Assistant Vice-President in Charge of the Southern Region, Great Lakes and Inland Waters

1 Assistant Vice-President in Charge of Government Services and Fishing Industries

2 Headquarters Representatives

10 Port Agents

There shall be one port agent in each of the ten Constitutional ports; namely: Piney Point, New York, Philadelphia, Baltimore, Mobile, New Orleans, Houston,

San Francisco, Detroit-Algonac and St. Louis.

In accordance with the above-mentioned Article X, Section 1(e) of our Constitution, I am required to recommend a bank, a bonded warehouse, regular office thereof, or any similar depository, to which the ballots are to be mailed, no later than the first regular meeting in October of this year. I will make such recommendation to the membership before such deadline.

As provided for in Article XIII, Section 1, nominations open on July 15, 2000 and close on August 15, 2000.

The foregoing constitutes your President's Pre-Balloting Report and subject to my further recommendation as to the depository to be made hereafter, I recommend its adoption.

Fraternally submitted,
Michael Sacco

Seamen's Missions Offer Aid Centers Assist Mariners Throughout U.S.

Editor's note: Sinclair Oubre, an SIU member and diocesan director of the Apostleship of the Sea, wrote the following article. A Catholic priest, Oubre joined the SIU in 1990. This year, he has sailed as an AB aboard the HMI Dynachem and the ocean-going tug Doris Moran.

You finish the last gulp of coffee before going below to relieve the watch. It is 1945 hours, and you finish the story with your crew mates. Going below, you relieve the watch. As you look at the clock in the control room, it is 2000 hours. A tremendous shudder rattles the ship to her keel, and at the next moment of consciousness you are on the deck, wondering how you traveled the last 15 feet.

As you come to your feet, and head to the main deck, you see the ravaged deck—and then come upon one of your friends who only a moment before was sharing your story. He is pinned and dying, crushed by equipment that came loose in the explosion.

A clear night meets the watch and the ITB slowly moves out of the channel. Up ahead, a ship is heading into port. The two vessels are positioning themselves to pass port-to-port.

This procedure has happened thousands of times before, but this time something is different. The alignment is not right.

Closing at more than 20 knots, it's too late to avoid collision once you realize this will not be a standard passing situation.

A tearing sound rings from ahead, the vibration of two vessels sliding past each other. It is followed by the bright light of igniting fuel.

You had read of things like this happening, but you thought it only happens to other people.

You ring the emergency alarm, and the crew tries to go to their emergency stations. However, the flames already have engulfed the barge, and the fire's intensity prevents the mate from reaching the life raft canister.

Can't stay, can't get to the life raft, so there's only one choice left. You grab your life jacket, and you and the rest of the crew jump into the black abyss.

As you rise to the surface, the acrid smells of petroleum fumes fill you lungs, and you do not know if you will make it.

The above stories are true, but they are not unique. When a maritime casualty hap-

pens, damage occurs. There is one type of damage to the ship—but there are two types of damage to the crew members.

The first type of crew injury is the physical trauma: broken limbs, lacerations, burns. These conditions need immediate attention.

Though they are terribly painful, they can be treated, splinted and bandaged. The healing takes time, but each week, progress can be seen until the bones and flesh heal.

Once healed, the mariner can physically return to his or her profession.

The second type of damage is much less obvious, and may take much longer to heal. This is the psychological hurt that each mariner suffers in his or her own unique way.

Often, one is not aware of the depth of the psychological damage until the physi-

cal healing is completed, and one prepares to board the next ship. This happened to one of the crew members of the *SS Texaco Oklahoma*. He did not realize the degree of his injuries until he attempted to board the plane to meet his next ship.

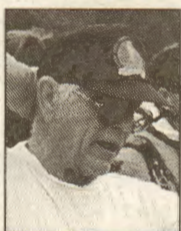
At that point, he realized he could never go back. The pain was too great, the hurt too deep.

A friend recently said to me, "The company was very good about getting help.

Continued on page 8

Fire Fighting Instructors Smith, Combs Pass Away

The SIU and the Paul Hall Center for Maritime Training and Education are mourning the loss of two fire fighting instructors—John Smith and Richard "Stormie" Combs—who passed away recently in unrelated cases.

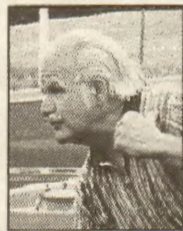


John Smith

Smith, 71, worked at the school in Piney Point, Md. since 1988. He died April 16 after battling cancer—a disease

which he refused to let keep him off the job, right until his final days.

Combs, 55, started teaching at the Paul Hall Center in 1996. He died March 26, apparently from complications after what



Stormie Combs

was expected to be fairly minor surgery.

Both men helped plan and build the Joseph Sacco Fire Fighting and Safety School (part of the Paul Hall Center), which is the premier marine fire fighting facility in the U.S. It opened last year.

"It's a shame. I don't know how you replace either one of them, because they both did such a great job," said Don Nolan, vice president of the Paul Hall Center. "We extend our condolences to both fami-

lies, but I know that everyone here at the school also feels as if we've lost two members of our family."

Jim Hanson, safety director at the center, knew both instructors well.

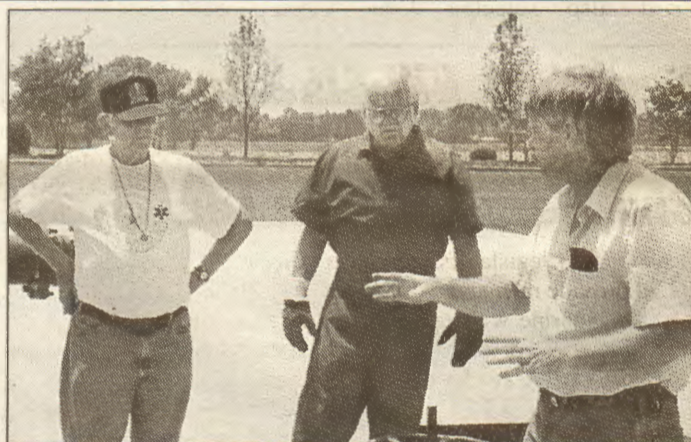
"When we hired John, he told me that he never dreamed he would get paid for doing something he loved so much," Hanson recalled. "It didn't take long for him to prove that. Whenever you gave him a class, a project or anything else to do, he was on it right away. I learned in a very short time that I didn't have to check on him to see if a task was done, because it always was."

"I have known Stormie since we joined the county's volunteer (fire fighting) companies," Hanson continued. "I took him on his first trip on the *Delta Queen* to show him the different classes we do for those crews, and I immediately knew he was going to love it and do a great job for us. People on the boats looked forward to his return. He had a way with people; you just had to love him."

Fellow instructor Anthony Hammett also knew both men for many years.

"Stormie would give you the shirt off his back in a snowstorm," Hammett said. "I never saw him upset. He was always trying to help somebody."

"John was a good instructor, too," he continued. "I hope I'm (working) that hard when I'm that age, because he'd wear me out. He really put a lot of energy into his job."



Instructors John Smith (left) and Stormie Combs (center), pictured at the Joseph Sacco Fire Fighting and Safety School with fellow teacher Rick Redmond, brought dedication and expertise to their jobs.

A Florida native, Smith served in the U.S. Navy from 1950 to 1973. He remained an active member of the Bay District Volunteer Fire Department, located in Lexington Park, Md. and was to have been inducted this month into the Southern Maryland Volunteer Fire Department Association Hall of Fame. (His posthumous induction took place at Smith's memorial service on April 22.)

He instructed an estimated 7,000 students throughout Southern Maryland, not only at the Paul Hall Center but also at local colleges and emergency-services organizations. During most of his years at the Seafarers school, he was the primary fire fighting instructor for the trainees.

Combs, born in Leonardtown, Md., was a veteran of the U.S. Air Force (1963-1969). He worked as a fire fighter for the Department of Defense for 23 years before joining the Paul Hall Center staff. He was an officer for the

Mechanicsville (Md.) Volunteer Fire Department and was a familiar face at local schools, where he annually instructed children on fire safety during "Fire Prevention Week."

Both made numerous trips to the SIU-contracted passenger boats *Delta Queen*, *Mississippi Queen* and *American Queen*, where they provided on-site safety training for Seafarers.

In various remembrances, they were praised as extremely reliable and diligent.

"They're a credit to this school," stated Bobby Dean, another fire fighting instructor at the Paul Hall Center. "Stormie never had an enemy. John, once you got through the rough exterior, you saw that he had a love for the fire fighters and Seafarers he trained."

Recertified Steward Dorothy Carter described Combs and Smith as "very supportive. They were always there for the students, and we needed that more than anything else. They meant a lot to us."

Military 'Depends' on Merchant Marine

Joint Chiefs Chair Shelton Reaffirms Support for U.S.-Flag Fleet

The nation's highest ranking military officer told cadets at the U.S. Merchant Marine Academy in Kings Point, N.Y. that the military "depends" on the U.S.-flag merchant fleet.

Chairman of the Joint Chiefs of Staff, Gen. Henry H. Shelton (U.S. Army), addressed the students during the academy's 12th

Battle Standard Dinner on April 5. His remarks covered several topics, but he opened with his emphatic support for the U.S.-flag fleet.

"Quite simply stated, our national security strategy depends on a vital merchant marine, and the Joint Chiefs and I know it and so do our leaders in Washington,"

Shelton stated.

"Ask any officer from any of the services who has had the opportunity to serve on a joint task force in the myriad of hot spots around the globe—just ask any of them if the U.S. merchant marine is important to their operations," noted the general.

"You will not only get a 'yes,'

but a *resounding* 'yes-and-can-we-have-more!'"

This is not the first time the Battle Standard Dinner has been used by a chairman of the Joint Chiefs of Staff to declare support for the U.S.-flag commercial fleet and its American citizen mariners.

Three years ago, Shelton's predecessor, Gen. John M. Shalikashvili, told the cadets, "Today, after two centuries, our merchant marine is every bit as important and every bit as vital to the commerce and defense of our nation as it ever has been."

"We simply cannot overstate the vital contributions of our U.S. merchant marine. Our national security depends on its vitality," Shalikashvili stated.

These two chairmen are not alone in their support. The man who served in the post immediately prior to both and command-



Gen. Henry H. Shelton

ed all U.S. forces during the Persian Gulf War also has been vocal in his backing.

"Since I became chairman of the Joint Chiefs of Staff, I have come to appreciate first-hand why our merchant marine has long been called the nation's fourth arm of defense.... The American seafarer provides an essential service to the well-being of the nation, as was demonstrated so clearly during operations Desert Shield and Desert Storm," noted Gen. Colin Powell in 1992.

Georgine Retires as President Of the Building Trades Dept.

Robert A. Georgine retired last month as the president of the Building and Construction Trades Department, AFL-CIO, (BCTD) a position he has held more than 25 years.

"The trade union movement is losing one of its giants," noted SIU President Michael Sacco.

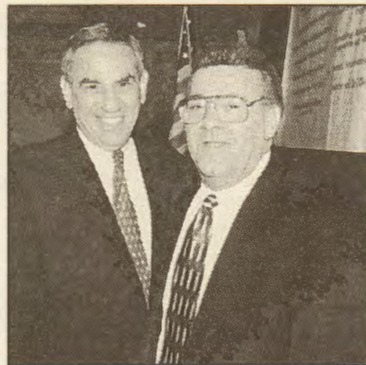
"Bob Georgine has always been a fighter for building trades members. He has done a lot to improve the lives of all working people. We are all going to miss our friend," added Sacco, who also is president of the Maritime Trades Department, AFL-CIO.

The BCTD board elected Edward C. Sullivan, president of the International Union of Elevator Constructors, to finish Georgine's unexpired term. The board also selected Joseph

Maloney, who had been the executive director for the Canadian office of the BCTD, to be the department's secretary-treasurer.

Georgine, 67, started his career in his native Chicago catching hot rivets as an Iron Worker helper. After serving in the Army, he began an apprentice program as a lather. He later was elected business agent of Lathers Union Local 74 before becoming president of the International Union of Wood, Wire and Metal Lathers. He was elected to the BCTD post in December 1974.

AFL-CIO President John Sweeney called Georgine "a strong and effective leader. His support for the programs of the AFL-CIO has been a critical factor in our rebound in organizing and political power."



Robert Georgine (left) retired last month as president of the Building and Construction Trades Dept. He is pictured with SIU Pres. Michael Sacco after addressing the 1998 Maritime Trades winter executive board meeting.

Like the Maritime Trades, the BCTD is one of seven trade and industrial departments within the AFL-CIO. The BCTD is composed of 15 international unions representing 3 million construction workers in the U.S. and Canada.

New York Bill Aims to Include Mariners in Civil Service Exam Law

New York legislators are considering a bill that would provide men and women who sail in the U.S. merchant marine with the same status as members of the U.S. armed forces when they apply to take a state competitive civil service exam.

State senate bill 1710 was introduced earlier this year by 12 members of the upper body of the New York State Legislature. It is being considered by the Senate's Committee on Veterans and Military Affairs.

The measure would amend the present state law to allow merchant mariners to take the same make-up civil service exams as permitted members of the armed forces when they are not available on the regular testing day because they are on active duty.

Civil service tests are required for some jobs in the Empire State. The position goes to the person with the highest score. The law provides for military personnel who are forced to miss an exam they have qualified to take, to have a special test administered later.

SIU Vice President Atlantic Coast Jack Caffey saluted the legislators introducing the bill. He said recent actions to include mariners who sailed in World War II as veterans made the elected officials aware of the problem with the state's civil service exam process.

MarAd's Hart Visits SIU Vessels



Seafarers aboard the *Gopher State* and the *Petersburg* recently welcomed U.S. Maritime Administrator Clyde Hart (far right) aboard the respective vessels in Guam. Recertified Steward George Borromeo aboard the *Petersburg* said Hart complimented the SIU for its reliability. Recertified Bosun Peter Funk told Hart that the crews "extend our gratitude for the opportunity to serve MarAd and our country in the most professional manner possible." Pictured with Hart aboard the *Petersburg* are (from left) Captain Jay Parker, Guam Rep. Robert Underwood, Funk and Borromeo. Both ships are operated for MarAd by Interocean Uglund Management.

SIU Affiliate Backs Wal-Mart Campaign

On the heels of the first pro-union vote by Wal-Mart employees, the AFL-CIO and the United Food and Commercial Workers (UFCW) have launched a joint nationwide educational campaign to spotlight the harmful impact the huge retail chain is having on working families and their communities across the nation.

"Regardless of industry, occupation, trade or craft, Wal-Mart is destroying jobs, lowering wages, eliminating health benefits and busting unions" wherever it situates, said AFL-CIO President John Sweeney and UFCW President Douglas Dority in a letter to all AFL-CIO state federations and central labor councils.

During the campaign's early stages, two members of the SIU-affiliated United Industrial Worker (UIW)—Mike Armstrong and Glenda Copelin—recently participated in a rally in Tyler, Texas, near the town where Wal-

Mart meat department workers earlier this year voted to join the UFCW. Since that mid-February vote in Jacksonville, Texas, the company's union-busting lawyers have used red tape in attempts to stall and subvert the exercise of employee rights.

Armstrong, who works at Crown Cork & Seal in Abilene, Texas, pointed out that several UIW members at the plant have family members who are employed at Wal-Mart.

"So, we've had an inside look at some of the tactics the company is using to prevent this election from being successful," he noted. "The UFCW has one representative in town for these [10] meat cutters; the company has 20. The company is bringing in each employee one at a time and then in groups, telling them that unions are just 'big business that wants their ducs.' Then they tell them the union won't get them

anything (through collective bargaining) or represent them."

Armstrong is president of the AFL-CIO Abilene/Big Country Central Labor Council, which supported the Tyler rally.

Sweeney and Dority took part in that event, which may be a springboard to union representation for other workers at Wal-Mart's 2,485 stores in the U.S.

"We won't stand by and let Wal-Mart take our money at the cash registers as consumers, then stab us in the back as workers," said Sweeney. "As a movement, we must take steps to respond to Wal-Mart's attack on our living and working standards."

Meanwhile, the UFCW welcomed a ruling in late March by the National Labor Relations Board ordering a union representation election for meat and seafood department employees at the Wal-Mart "Supercenter" in Palestine, Texas.

Labor's initial reports in its nationwide educational campaign concerning Wal-Mart pointed out that, among other facts, Wal-Mart is the largest outlet for imported goods in the United States, buying many products from countries

where child labor, slave labor and human rights suppression are commonplace.

Additionally, an average Wal-Mart employee earns about \$11,700 per year (working 30-hour weeks), while only 38 percent of Wal-Mart employees have company-provided health cover-

age (the national average is more than 60 percent).

And despite the company's "Buy American" and "Bring it Home to the USA" slogans, a pair of 1998 studies revealed that 80 percent and sometimes more than 90 percent of clothing sold in Wal-Mart is foreign-made.



AFL-CIO President John Sweeney (left) and Mike Armstrong, a member of the SIU-affiliated United Industrial Workers, discuss labor's efforts to protect Wal-Mart workers' legal right to choose union representation. The two met at a rally in Tyler, Texas.

In and Around the Wilmington Hall

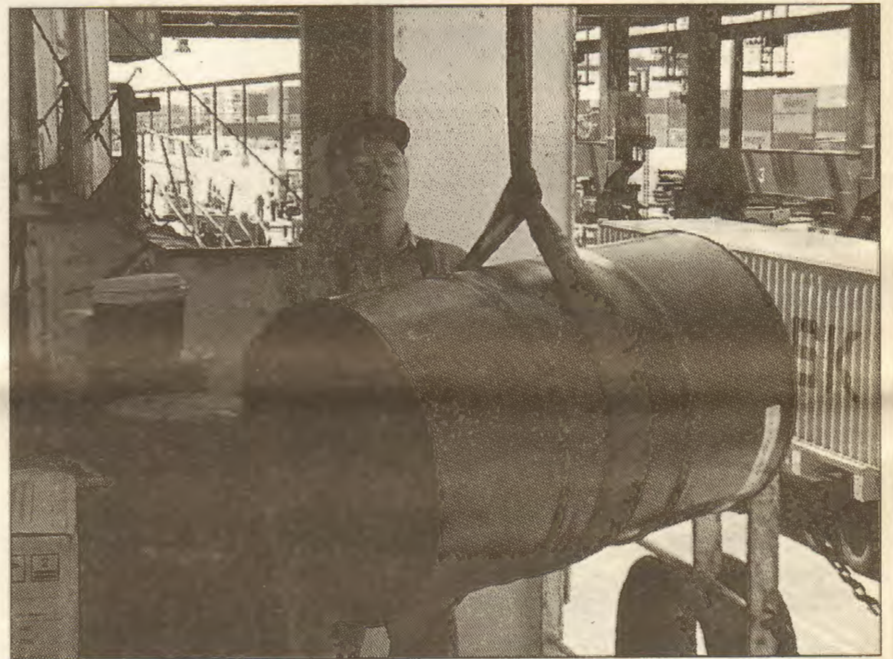


Left: the *Maersk Tennessee* backs into berth 266-270 in Long Beach. Below: CMEs Thomas Woerner and Allen Pasik work aboard a crane in that same port.

With 29 diversified facilities for handling all types of cargo, the port of Los Angeles—including Long Beach and Port Hueneme—is one of the busiest in the nation.

In recent weeks, SIU Wilmington Port Agent John Cox met some of the incoming SIU-crewed vessels in those ports to update the members on recent activities within the union and the maritime industry and to clarify or respond to any questions raised during their voyages.

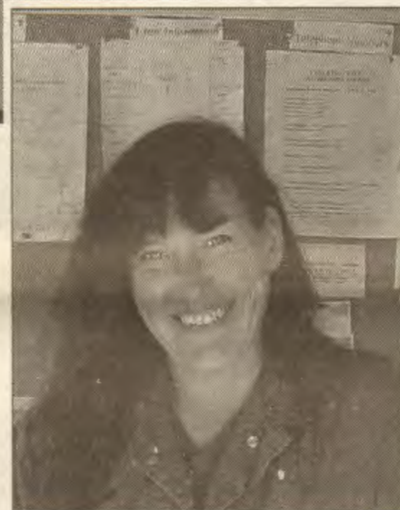
Cox also provided the photos appearing on this page. More of these pictures will be included in an upcoming issue of the *Seafarers LOG*.



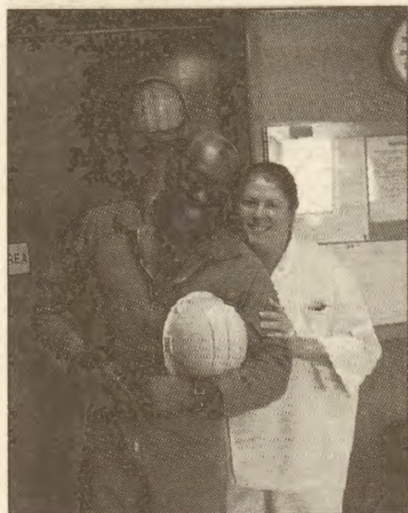
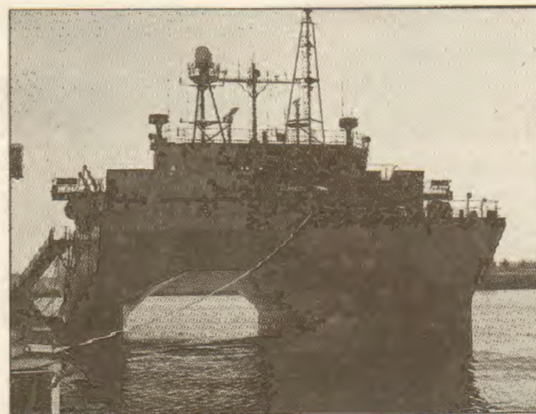
Aboard the *Developer*, AB Jerry Borucki loads barrels with the help of a deck crane.



AB John Wagner checks out the storeroom on the *Maersk Tennessee* following arrival in Long Beach.



Susan Galka (above) is an AB aboard the *USNS Effective* (below), a SWATH vessel operated by Maersk for special missions of the Military Sealift Command.



When the *Overseas New York* tied up in Long Beach, the camaraderie among crew members was evident. Pictured above are QMED Stanley Golden and Recertified Steward Nancy Heyden.



Working on deck are *Overseas New York* crew members (from left) Bosun Carlos Loureiro, Chief Engineer Jeremy McCartney and Chief Pumpman Dencio Cayan.

In the Wilmington Hall



Recert. Bosun Mauro Gutierrez



Recert. Steward James Harper



Chief Cook Carlito Navarro



AB Ron J. Sagadraca

Work Starts Aboard Lakers Despite Low Water Levels

Low water levels in the Great Lakes—the fastest decline in nearly 150 years—is not only affecting shoreline property owners and marina operators, it also is forcing cargo vessels—like the SIU-crewed *American Republic*—to lighten their loads in order to avoid running aground in channels and ports.

Lakes Huron, Michigan and Erie each have fallen 3½ feet over the past three years—between 11 and 13 inches below last year's levels. (The waters on Superior and Ontario have remained fairly constant because they are regulated by locks and dams.)

Some of the marinas and channels can be dredged to avoid boat damage, but freighters and barges have resorted to cutting their loads—some by as much as 6,000 tons—to reduce their drafts by two feet in order to stay clear of running aground in narrow waterways and ports.

According to Glen Nekvasil, spokesman for the Cleveland-based Lake Carriers' Association, "When you light-load your vessel by 6,000 tons, you're leaving more than \$200,000 on the dock.

This is not really a positive development, but there's nothing we can do about it."

Nekvasil further noted that if it took an average of 50 voyages to meet a customer's coal or iron ore requirements in 1997, it now would take 52 trips with a lightened load.

The low water levels could mean additional runs during this season for SIU-crewed vessels.

Sometimes a laker can run more routes to make up the shortfall, but those that must traverse the Sault Ste. Marie locks are limited since the locks are closed from January 15 to March 25 due to winter ice.

Vessels that don't have to pass through the locks have taken advantage of the lack of winter ice to stretch the shipping season and get in more runs. This year, for example, the SIU-crewed *Medusa Conquest* started the new season by sailing from Chicago to Charlevoix on February 7—just 13 days after its last voyage from the prior season. That meant that some Great Lakes mariners, who usually have about two months off during the winter season, this year had only about two weeks.



Scenes like these are not uncommon on the Great Lakes this year. Above: the lake bed is clearly visible where the *American Mariner* is tied up. Below: four additional feet of water usually pound against this dock.



Nekvasil confirmed that in such cases, shipping on the Great Lakes "is becoming a year-round industry."

The reason for the low water levels this year is two warmer-than-average winters. Snowpack runoff, rain and winter temperatures affect the water levels on the Great Lakes. This year has seen much less snow, lower-than-average rainfall and increased evaporation of surface water due to the mild winter. Higher temperatures mean less ice to protect the lakes from early evaporation and less melting snow to replenish tributaries and groundwater. And if the lack of rain continues, the Illinois Natural Resources Water Survey Division believes a drought—and therefore water shortages—are possible this summer.

Dealing with this whim of Mother Nature is especially difficult since only three years ago, the water levels were at a near-record high.

In spite of the low water levels, Seafarers are hard at work, carrying the cargoes so vital to the economy of this nation: iron ore, stone, coal, cement, sand, grain, salt and liquid bulk products.

Fitout on the Alpena

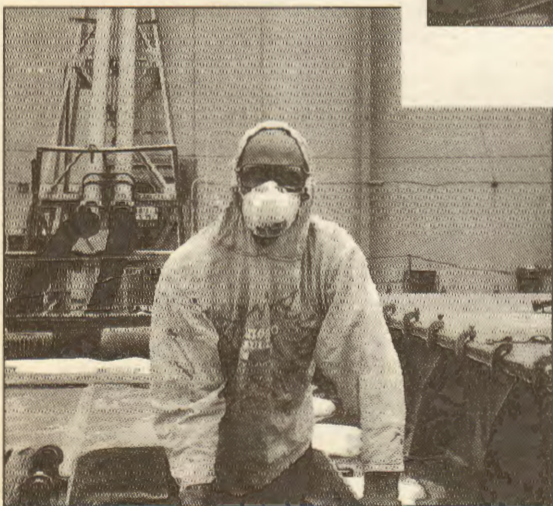
Cleveland, Ohio



Joshua MacNicol
Assistant Conveyorman



Mark LaFrance
Cook



Robert Said
OS



Norbert Hinrichs
Wheelsman



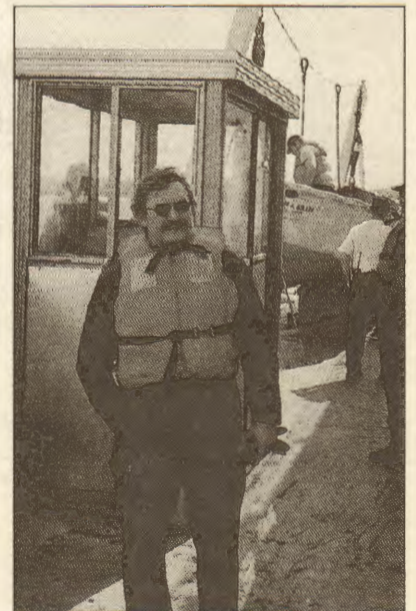
James Werda
Wheelsman



While the *American Mariner* was docked at Drummond Island, OS Justin Von Sprecken did some work from the landing chair, as did (inset) OS Robert Crosby.



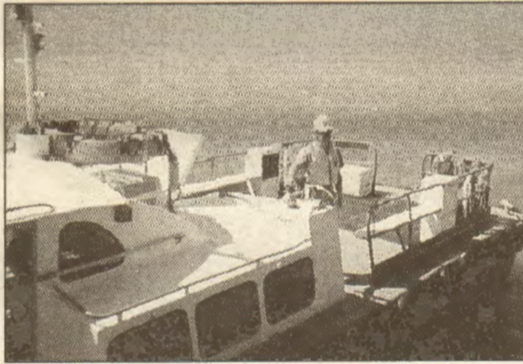
Taking part in a lifeboat drill aboard the *John J. Boland* in Sandusky, Ohio are (clockwise from top) Wheelsman Kelly DeVine, Bosun Michael Keogh and Wheelsman Larry Skowronek.



NATCO Crews in the News



March proved noteworthy for Seafarers sailing aboard NATCO dredges, for at least two reasons. First, as reported on page 4 of the April *Seafarers LOG*, SIU crews overwhelmingly approved a new three-year contract. Participating in negotiations were (top photo, from left) NATCO VP Bill Pagendam; SIU Ft. Lauderdale, Fla. Port Agent Ambrose Cucinotta; Seafarer Dale McKelvie; SIU Asst. VP Contracts George Tricker; Seafarers Ray Maddock, Mike Horn and Jeff McCranie; NATCO Project Manager Bill Murchison and NATCO Operations Manager George Strawn. The agreement includes wage and benefit increases and was extremely well-received by the membership. In the next two photos, Seafarers on the *Padre Island* meet with SIU Mobile, Ala. Port Agent Ed Kelly (left photo, standing) before casting their votes. Meanwhile, Captain Steve Taylor provided the two photos at bottom, which illustrate another newsworthy happening involving NATCO crews (also reported last month). SIU member Dennis Johnston (right) helped rescue a local sport fisherman whose boat otherwise would have smashed into either these rocks (left) in San Juan Harbor or the grounded runaway-flag ship nearby.



Seamen's Missions and Centers Are at the Service of Mariners

Continued from page 4

When I felt I needed counseling, they sent me to a good family counselor. The counselor was very good and very qualified, but she could not understand the life of a seaman, or life on board a ship.

"I went to the sessions, but they really did not help," the friend continued. "It was only when I talked to my uncle who had been a seaman during World War II. He had his ship torpedoed out from under him. He experienced being in the dark water, the stench of oil, and the loss of his shipmates. He understood what I had gone through and the ways of the sea. Because he knew, he could teach me how I could heal and sail again."

My friend then said, "Father, could you tell the mariners that if they are in the same type of situation that I faced, they can come to the seamen's mission. There, they can find a priest or minister who knows the life of the mariner and can be a listening ear as he

tries to heal his mind and spirit." I promised to do so, and that is the purpose of this article.

All along the coasts of North America are seamen's missions that are at the service of mariners. Often, these places are thought of as a location for a ride to the store, a place to call home or a port-o-call for a cheap beer. However, and most importantly, they are the mariner's place for spiritual ministry of mind and soul.

As a port chaplain and as an active mariner, I invite you to visit the seamen's mission near you for help in healing your mental or spiritual pains. These may be the result of a casualty, or other causes.

Very recently, a brother mariner shared with me how much a local seamen's mission helped him to overcome his addiction to alcohol. He confessed that he wouldn't be working today if he had not been given some tough love, and loving sup-

port at the local seamen's mission.

If you are unsure where the closest seamen's mission is to you, I invite you to check at your union hall, or contact the Rev. Paul Chapman at the North American Maritime Ministry Association. Rev. Chapman works in coordination with all the centers in North America. His phone number is (212) 533-6945. You also may contact him by email at PKCMAN@aol.com or by writing to him at 237 Thompson St., New York, NY 10012.

Another contact is Rev. Bob Balderas at the Apostleship of the Sea: telephone (202) 541-3226; email aos-usa@nccbuscc.org; mailing address 3211 4th Street, N.E., Washington, DC 20017.

Also, feel free to contact me at (409) 838-0451, extension 137.

As my friend said, "If I would have known more about the seamen's mission, I would have gone there earlier."

Inquiring Seafarer

Question: Which port was your favorite to sail into and why?

(Asked of SIU members in the union hall in New Orleans.)



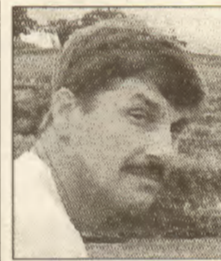
Norman Jackson, Steward — Recife, Brazil. It was a pleasant place. I loved the beach and enjoyed being there.

Terrence Ford, DEU

— I've only been to one port outside the country and that was Haifa, Israel. It is nice, the climate is good and the people are good.



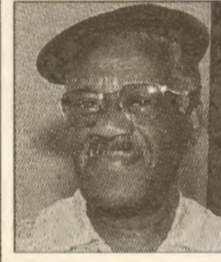
Jimmy Deano, BREC — Perth, Australia. It really was five women to every man. Everybody told me that. I went and I said, 'They weren't lying.'



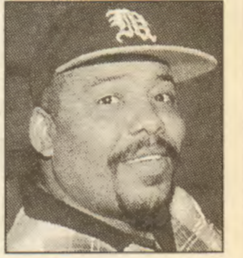
Johnny Young, retired Chief Cook — Calcutta, India. The people were nice there to me. I sailed a majority of my time between India and Puerto Rico.



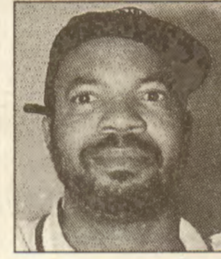
Laurie Christmas, QMED — I've been around the world many times — I used to be a Delta Lines stiff — and any place in Brazil would be my favorite.



Stacey Bernard, OS — Singapore. It is a nice place for shopping for clothing and souvenirs. It is beautiful for sightseeing.



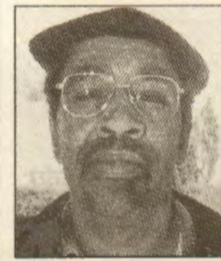
Howard Williams, Chief Steward — Antofagasta, Chile. Nice and tropical with beautiful scenery. The people greet you nice. The beach is beautiful.



Michael Birke, QMED — Mombasa, Kenya. I went on a safari, saw elephants and other animals in the wild. I had a good time.



Lawrence Wright, retired QMED — Mombasa, Kenya. It felt just like home. The people were very friendly.



Frank Cottongin, AB/Dayman — I guess Estonia, in the Baltic Sea. Everything about it. The scenery was nice, plus it was my first ship (*Liberty Sea*), so it was exciting.



Michael Devalie, Chief Steward — Any place in South America. The people were nice. It was a paradise run for members back then on Delta Lines.



Bosun Mixon Commended By Overseas Chicago Capt.

Recertified Bosun **Jesse Mixon** recently was credited by Captain William Gould for his outstanding work aboard the tanker *Overseas Chicago*.

In a letter to Mixon, which was forwarded to the SIU, Gould noted the "very fine job you have done during this past shipyard period aboard the *Overseas Chicago*. Both the chief mate and myself have been impressed not only with your competence and ability to get the job done, but also by the way you worked so well with shipyard and contract employees."

The letter continued, "Thanks in large part to your determination and dedication the *Overseas Chicago* has come a long way.... Whether it was setting up the rigging to paint the undersides of the bridge wings, or insuring the airless paint sprayer kept running, you continually made sure things happened."

"You are a credit to both your profession and the SIU."

Mixon has been an SIU member for 26 years.

New Orleans Members Meet With HQ Officials

Active and retired Seafarers at the New Orleans hall got together April 11 with officials from SIU headquarters during the monthly membership meeting. SIU President Michael Sacco, Exec. VP John Fay and Sec.-Treas. David Heindel participated in the

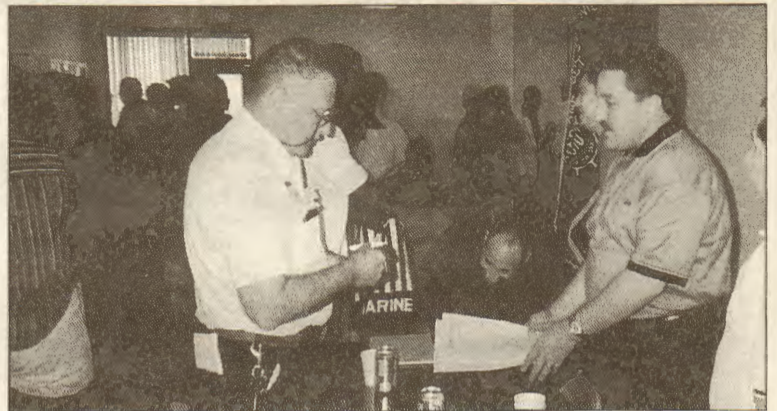
assembly, along with more than 50 members. Sacco provided updates on the potential merger of the NMU into the SIU; the importance of doing a good job and working safely aboard ship; new job opportunities in the SIU; donating to SPAD, and more.



Attending the membership meeting in New Orleans last month are (from left) SIU Patrolman James Brown, President Michael Sacco, New Orleans Safety Director Chris Westbrook, Secretary-Treasurer David Heindel and VP John Fay.



President Sacco (above) updates members (top right) on the latest happenings within the SIU and the U.S. maritime industry.



SIU Secretary-Treasurer David Heindel (right) greets Recertified Steward Ernie Hoitt, who gave a vote of thanks to SIU President Michael Sacco and his staff.

Group from Guam Begins Curriculum At Paul Hall Center

Eight citizens of Guam arrived last month at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., where they are enrolled in the unlicensed apprentice program.

They are the first residents from the westernmost United States territory to sign up for the three-phase curriculum, which prepares students for a career at sea.

Arriving from Guam were Samuel Lloyd, Ryan Legario, Michael Herrera, Kevin Ignacio, Joseph Benavente Jr., Jerald Martinez, Christopher Dionio and Allyson Pangelinan.

The unlicensed apprentice program includes an initial 12-week training session in Piney Point covering the basics, followed by a 90-day practical training and assessment period that takes place aboard a U.S.-flag

ship. Finally, students return to the center for department-specific training that prepares them to begin sailing aboard SIU-contracted vessels.



Allyson Pangelinan checks in with Bradley Swann at the supply area in Piney Point.



Welcoming the first group from Guam to enroll in the unlicensed apprentice program are Paul Hall Center VP Don Nolan (fifth from left) and Recruiting Director Bart Rogers (far right). The newest apprentices are (from left, front row) Christopher Dionio, Michael Herrera, (second row) Samuel Lloyd, Ryan Legario, Allyson Pangelinan, Joseph Benavente Jr., (third row) Kevin Ignacio and Jerald Martinez.

Alaskans Tackle Apprentice Program



Assisted by a career-placement program run by the state, four Alaska residents are enrolled in the entry training program at the Paul Hall Center in Piney Point, Md. They chatted with school and SIU officials following last month's membership meeting. Pictured from left to right are Patrick McAlpin, Paul Hall Center VP Don Nolan, Beth Ketah, SIU President Michael Sacco, Lewis Amundson, Jacob Soeteber and SIU Secretary-Treasurer David Heindel.

New Bedford Patrolman Retires



A familiar face at the SIU hall in New Bedford, Mass., Patrolman Eugenio DeSousa (left, with Port Agent Henri Francois) retired April 28. DeSousa worked at the New Bedford hall for 13 years. Previously, he worked in various jobs in the fishing industry, both in the U.S. and in his native Portugal. DeSousa's plans for retirement include spending time with his children and grandchildren, working around his New Bedford-area house and—despite decades of doing this for a living—fishing. "He did a great job and will be missed," noted Francois, who presented DeSousa with a commemorative plaque.

More Apprentices Earn GEDs



In recent months, a number of unlicensed apprentices have taken advantage of the GED program offered at the Paul Hall Center for Maritime Training and Education. During last month's membership meeting at the Piney Point, Md. facility, apprentices Quinton Washington and Elijah Huff (fourth and fifth from left, respectively) were congratulated by SIU officials for earning their high school equivalency diplomas. Pictured from left to right are Seafarers Plans Administrator Lou Delma, Asst. VP Contracts George Tricker, SIU President Michael Sacco, Washington, Huff, SIU Sec.-Treas. David Heindel, SIU VP Contracts Augie Tellez and SIU Baltimore Port Agent Dennis Metz. Also earning his GED was apprentice Donald Davis, who was unable to attend the meeting.

On SIU Ships in San Francisco



Sea-Land Challenger
Chief Steward Bill Bragg, Bosun Roy Williams, Safety Director Vince Coss, VP Nick Marrone



Sea-Land Pacific
Safety Director Vince Coss, VP Nick Marrone, Bosun Ray Ramirez, Chief Steward Robert Mosley

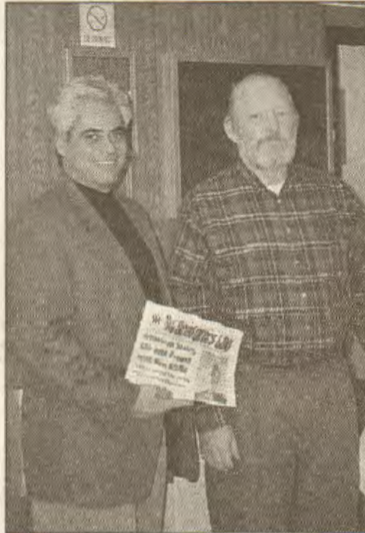


Lurline
(Sitting) VP Nick Marrone, Chief Steward Lucille Aguilar
(Standing) Matson's James Mann, Chief Cook Steven Sun, Asst. VP Nick Celona

SIU members aboard the Sea-Land ships *Challenger*, *Pacific* and *Trader* and on Matson's *R.J. Pfeiffer* and *Lurline* met recently with officials from the union's San Francisco hall. Pictured on this page with the SIU crews are SIU West Coast VP Nick Marrone, Asst. VP Nick Celona and Safety Director Vince Coss. During the ship-board meetings, crews and officials discussed (among other news) the maritime industry's latest training requirements, construction of new SIU-contracted ships, and the importance of political action.



Sea-Land Challenger
VP Nick Marrone, Chief Steward Bill Bragg



Sea-Land Trader
VP Nick Marrone, Recertified Bosun Dennis Brown



Lurline
Chief Cook Jon Blasquez, VP Nick Marrone, Chief Cook John Stein, Safety Director Vince Coss, QMED Ed Rynberg, Recertified Steward Louella Sproul



R.J. Pfeiffer
Asst. Cook Marcus Rowe, Chief Steward John Bulawan, Chief Cook Ronnie Richardson, Asst. VP Nick Celona

Federation Promotes Savings Bonds

The AFL-CIO is endorsing this year's national campaign overseen by the U.S. government encouraging citizens to "save for a more secure future" by investing in savings bonds.

In announcing its backing, the federation (to which the SIU is affiliated) noted, "Even though we are in the midst of the best economic times in history, as a nation we have a very low savings rate.... Savings bonds provide Americans, young and old, a safe and convenient way to save. Whether buying the familiar series EE or the inflation-protected series I, savers receive competitive interest rates, exemption from state and local income taxes on earnings, and under certain circumstances exclusion from federal income tax if the bonds are used to pay the tuition and fees of higher education."

The new series I bond is currently earning 6.98 percent interest, and the series EE was earning 5.19 percent as of April.

AFL-CIO President John Sweeney, labor chairman on the national volunteer committee promoting the campaign, said, "The labor movement's long history of endorsement for the savings bonds program has been based on our concern for assuring that union members and their families have access to this opportunity of saving for a sound financial future. For many working Americans ... savings bonds can offer an easy and relatively high-yielding method to save for their future needs."

More information is available on the internet at:
www.savingsbonds.gov.

Reprinted from past issues of the Seafarers LOG

1955

A vast new plan to include hospital and surgical benefits, (plus) an increase in disability benefits, hospital benefits and death benefits will go into effect on June 1. The provisions of the improved welfare and hospitalization package were negotiated with the ship owners on the advice of the Seafarers Welfare Plan.

The provisions include: hospital benefits for wives of Seafarers and unmarried children under 19; provisions for home visits by a family physician; surgical benefits up to a maximum of \$300; death benefits are raised from \$1,000 to \$3,500 and the disability pension is increased by \$10 per week to \$35 per week.

1965

The 12th biennial convention of the Seafarers International Union of North America was held in Washington from May 26 through June 1. The highlight of the convention's first day came when AFL-CIO President George Meany pledged that the federation would go

"down the line" and support maritime labor's fight to preserve American ships, manned by American seamen at American wage levels. He laid the responsibility for the decline of U.S. maritime at the door of the Departments of Agriculture, Defense and State, whose policies weaken rather than help American shipping. Senators Vance Hartke, Ted Kennedy and Daniel Inouye also called for a stronger

American-flag merchant fleet in speeches before the convention.

1975

Ending nearly 72 hours of uncertain

captivity by the new Communist Cambodia regime, the entire 39-man crew, 28 of them SIU members, of the seized containership *Mayaguez* were safely rescued late Wednesday evening, May 14, by the naval destroyer *USS Wilson* shortly after military action was carried out by combined U.S. Marine and Air Force units against the Cambodians....

The *Mayaguez*, en route from Hong Kong to Sattahip, Thailand loaded with 225 containers of cargo, was reportedly seized in international waters off the coast of Cambodia in one of the most traveled trade routes in Southeast Asia.

THIS MONTH IN SIU HISTORY

Seafarers Participate in Jubilee 2000/USA: Breaking the Chains of Debt



Backstage, Recertified Bosun Bernard Hutcherson keeps an eye on one of the generators.

Continued from page 2

cure social ills," she said during the rally.

As one union member put it, "If they could get the debt canceled it would mean their governments wouldn't be so easy to exploit by corporations that are just looking for the cheapest way to make the bigger profits. They don't care about the people in these countries."



OS Joao Cordeiro (left) is interviewed by a television reporter.



Among those serving as marshals were (kneeling) L.G. Johnson, (standing, from left) Josh Ellerbee, Jerramy McNeil, Jessy Lorusso and Thomas Minton.



Stationed by the press area were Dorothy Carter (above) and Gilberto Figueroa (below).

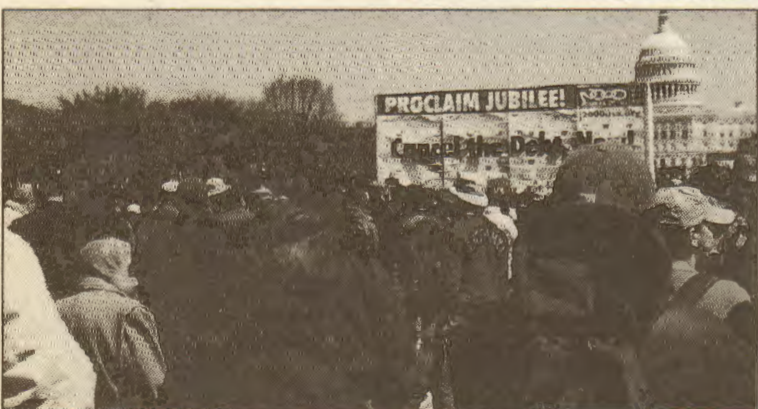


Ready to lend a hand to rally organizers are (top photo, from left) Seafarers DeShawn Stephenson, Dave Campbell, Mike James and Ole Olsen, along with (bottom photo, from left) Dan Ticer, Brad Lowry, David Jones, Travis Kirchhofer and Todd Curry.



Left: Blake Horton (left) answers a visitor's question about the rally.

Low temperatures and a day-long wind advisory didn't deter SIU members from taking part in last month's rally in Washington, D.C. supporting debt relief for developing nations. At right (from left), Bob Wilson and Blake Horton join thousands of other supporters near the Capitol. Below (from left), Seafarers John Mossbarger, Joia de Leon, Heather Frizzelle, Steve Ledermann, Dorothy Carter and Joao Cordeiro arrive early for the April 9 event.



An estimated 4,000 people (pictured directly above and below), many of them union members, joined in the call for global debt relief.



Why Global Debt Relief Matters to Working Families

Editor's note: The following is reprinted, with permission, from the AFL-CIO.

Saddled with enormous debt owed to international financial institutions and rich countries, the governments of many developing nations expose their citizens to exploitation by multinational corporations and are unable to spend money on critical health and education needs.

This overwhelming debt helps speed the global "race to the bottom," lowering wages, living standards and workers' rights not only in poor nations, but in the United States as well. Relieving that debt would help create a global economy that works for working families in all nations.

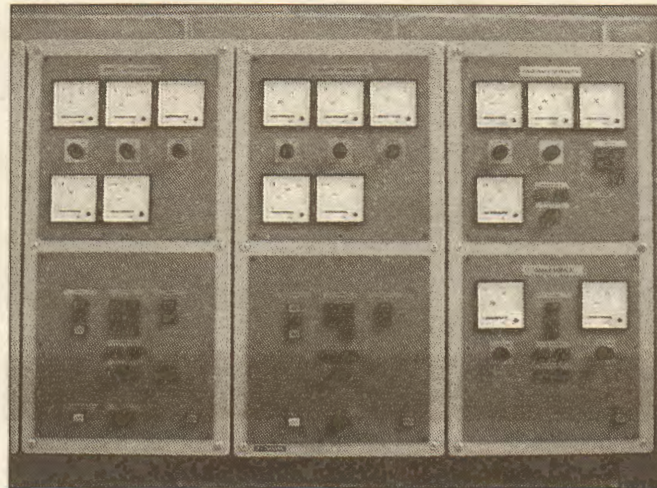
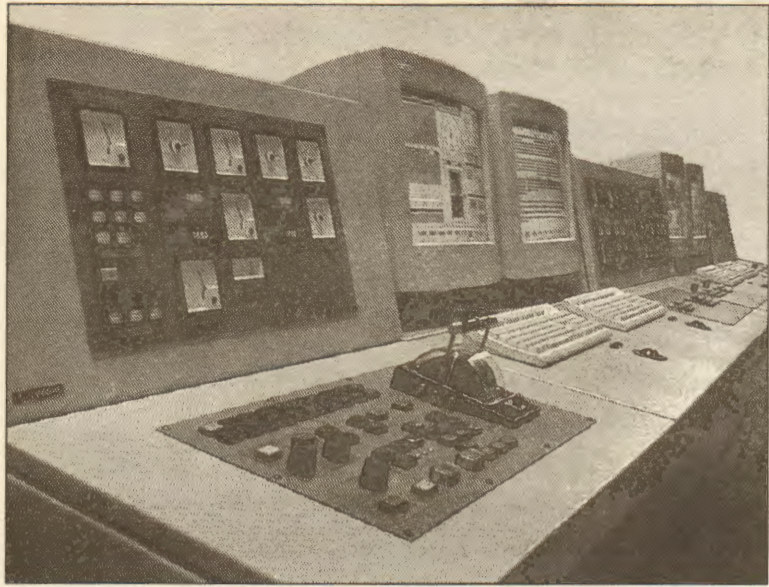
Because they lack their own resources, poor governments have to borrow billions of dollars from the World Bank and the International Monetary Fund to finance their economic development. But these institutions often require poor countries to reduce spending on social programs, cut wages, eliminate job security and privatize public enterprises. These moves can be devastating, leading to massive job losses, which in turn

make it hard for governments to afford to pay back their debts.

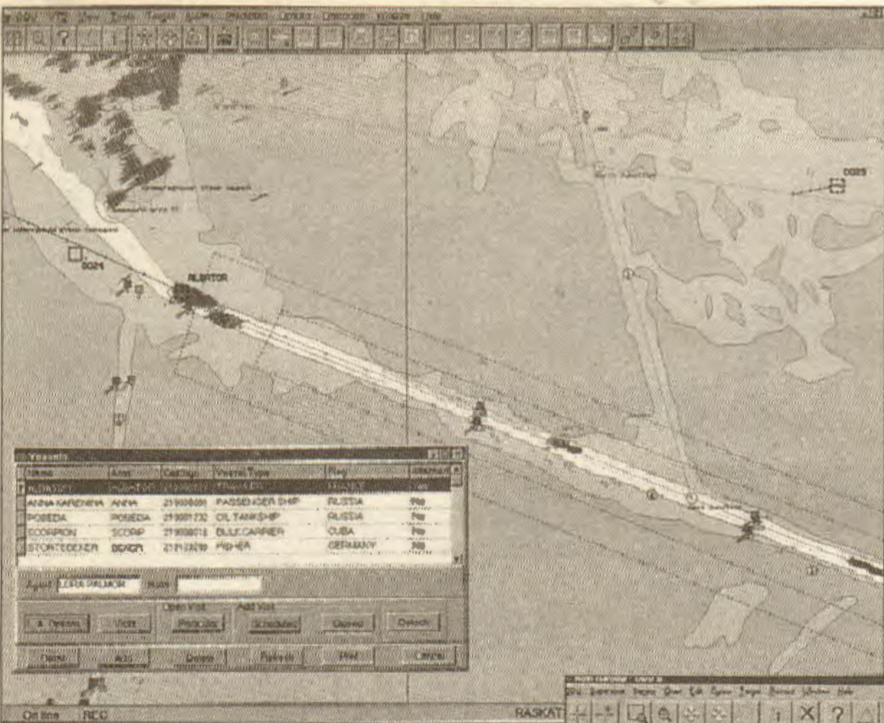
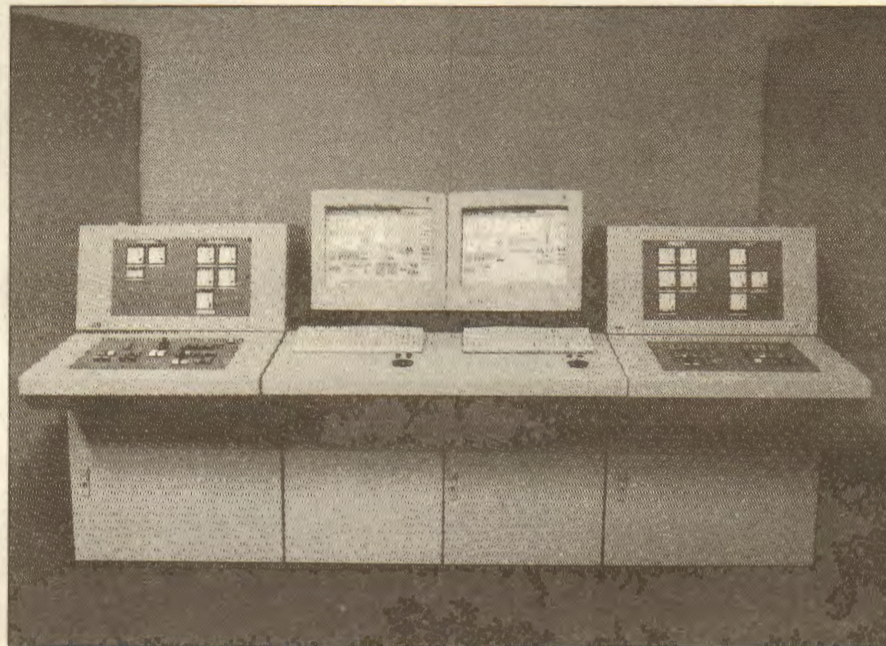
The pressure to repay their debt prevents governments of developing nations from meeting their citizens' basic needs. For example, Zambia spends \$3 on debt payments for every \$1 it spends on basic social services. This in a country where, according to the Harvard University Center for International Development, 20 percent of the population is HIV positive, 30 percent of children have no vaccinations and half of the population has no access to safe drinking water.

Meanwhile, in their efforts to augment international loans with private investments, governments of developing nations often lower labor standards and wages to attract corporations—undercutting jobs here and abroad by forcing competition with workers who earn as little as 10 cents an hour.

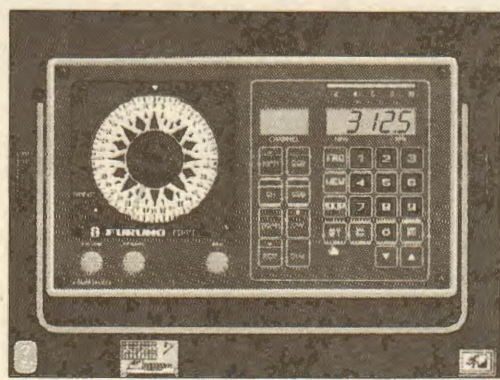
Because the debt owed to the United States is a very small proportion of our overall budget, relieving developing nations' debts would barely impact the United States—but it would make a huge difference to the countries affected.



The engine room simulator includes diesel propulsion plant consoles (upper left), the electric power plant main switchboard (upper right) and electric power plant consoles (right). It is designed for the training of engine room watchkeeping personnel in the operations of a vessel's diesel propulsion plant and electrical auxiliary systems and machinery simulator.



Adding to the realistic feel of the simulators is an integrated ship control console with tools such as Furuno radar (lower left) and electronic chart displays ECDIS (left and below). Thousands of navigational charts from around the world are included.



Ma UPGR

Paul Hall Center Ad

Last summer, the Paul Hall Center for Marine-oriented fire fighting and safety... of its kind.

The center, located in Piney Point, Md., is premier this fall when it is scheduled to open new simulator in the world. Altogether, the refurbishment addition will feature new simulators for shipboard operations and liquid cargo procedures.

Deep sea, inland and Great Lakes Seafarers upgrading courses will utilize the new simulator practice program. Without exception, the simulator with the amended STCW convention.

"These new simulators will go a long way toward training in the latest shipboard technology," says help SIU crews prepare for the challenges of

"It's going to be a huge boost to the student," added J.C. Wiegman, assistant director of vocational. "Several years of research went into this, including simulators overseas. Because of the thoroughness, the best equipment for the best-trained, safest

The centerpiece of the expansion will be a 360-degree viewing sector and three interactive include an integrated ship control console with (GMDSS), electronic chart display (ECDIS), video console and more.

Graphically, it is believed to be as powerful. The simulated "views" from the bridge are realistic wide variations in weather, time of day and conditions.

It provides teaching support in the following: coastal and offshore navigation; collision avoidance systems; search and rescue operations; navigation; bridge watchkeeping procedures including GMDSS procedures; oil spill response management; bridge team management.

The engine room simulator is potentially invaluable to wipers to engineers. It is designed for the training in the operations of a vessel's diesel propulsion. Additionally, it includes an auxiliary systems

The crane and liquid cargo simulators are... The simulators are designed by Transas Marine. Further details about the simulators and the upcoming issues of the *Seafarers LOG*.

Some Classes That Will Utilize New Simulators

- AB
- Bridge management
- Third mate/limited license
- Unlicensed apprentice
- Inland courses
- QMED
- FOWT
- Pumproom maintenance and operations
- Crane maintenance electrician
- Tankerman-PIC (barge) (DL)
- Tankerman familiarization/assistant cargo (DL)
- Diesel engine technology
- Marine electrical maintenance

Major Upgrade

Adding 4 Simulators

Maritime Training and Education opened a new, modern classroom now considered by many as the best in the industry.

Looking forward to another blockbuster project, the new classrooms equipped with the most modern technology in the newly finished Lindsey Williams Building and new simulators for deck and engine department functions, crane operations, and more.

Instructors in numerous deck and engine department courses, as will students in the unlicensed apprentice-based training in those courses will comply with the standards set forth by the industry.

Working toward helping ensure that Seafarers are fully prepared for the challenges of the new century.

With the help of students, the instructors and our entire school, we are providing vocational education at the Paul Hall Center. Through the ongoing evaluation of some of the high-tech simulators, we know we're installing the best working mariners in the world.

The new full-mission shiphandling simulator with five auxiliary bridges. The main bridge will include ARPA/radar, global marine distress system (with charts from all over the world), a steering system that replicates a system as exists anywhere in the world.

The simulator is remarkably realistic, and the programs allow for the simulation of a vast class of vessels.

Training areas include: voyage planning and execution; passage planning; ARPA/radar operation; electronic navigation; vessel traffic management; high speed navigation including tugs and barges, towboats and piloting; port development; human factors; and more.

The simulator is useful to any rating in that department, from the training of engine room watchkeeping personnel to the operation of propulsion plant and electrical power plant.

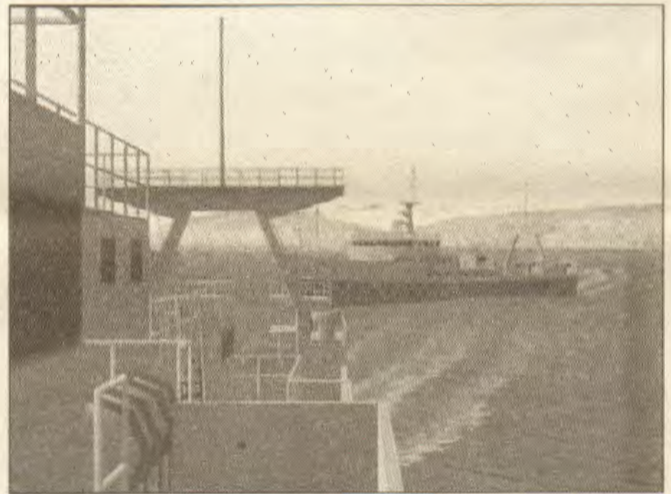
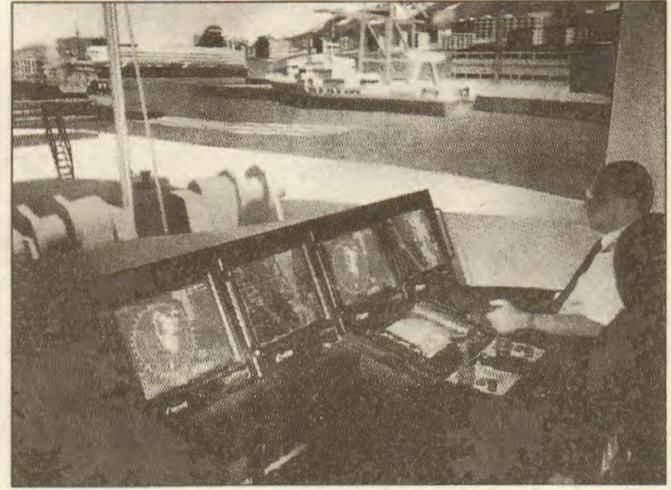
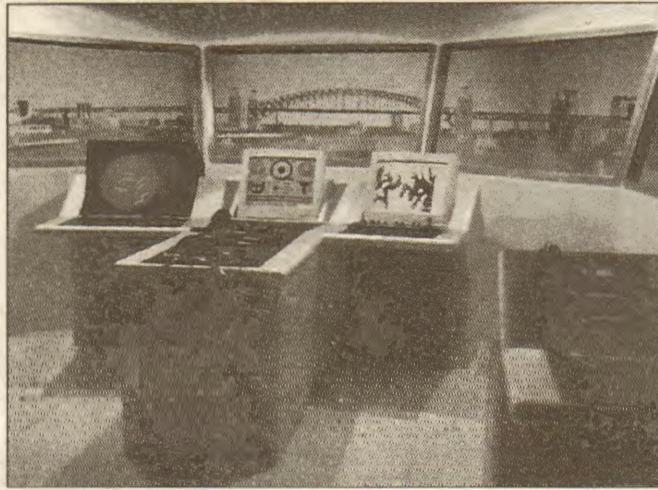
The simulator is similarly advanced and useful.

Marine.

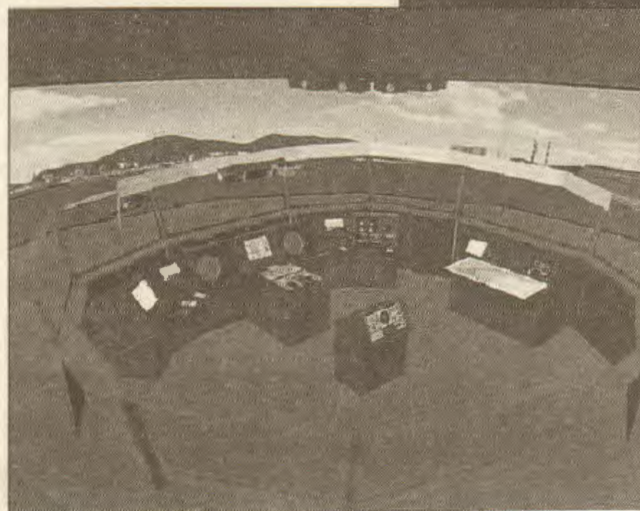
The classroom expansion will be published in the next issue.



Instructors can select from a wide variety in weather, time of day, location and class of vessels for the full-mission shiphandling simulator (above and two photos directly below).



With state-of-the-art equipment and unparalleled graphics (two photos directly above, right and below), the bridge simulator will bolster numerous classes at the Paul Hall Center for Maritime Training and Education. It includes a 360-degree viewing sector.



Groundbreaking for the new simulator classrooms at the Paul Hall Center took place last month.

Make Piney Point the Center of Your Summer Vacation

Each summer, the Paul Hall Center for Maritime Training and Education in Piney Point, Md. opens its doors to vacationing Seafarers and their families.

There is much to take advantage of at the center—comfortable accommodations, three delicious meals each day, a library, health spa, tennis courts, Olympic-size swimming pool, sailboats and miles of beautiful landscape for peaceful walks or picnics.

In historic southern Maryland, where the facility is located, are many famous landmarks and attractions—something for everyone in the family—like seafood festivals, arts and crafts fairs, antique

shows, country auctions and acres of unspoiled parkland.

The center also is just a short drive from Washington, D.C., Arlington, Va. and Baltimore, Md., each offering many historical and educational sights as well as recreational pursuits like baseball at Camden Yards.

A vacation stay at Piney Point is limited to two weeks per family.



Baseball at Camden Yards in Baltimore . . .



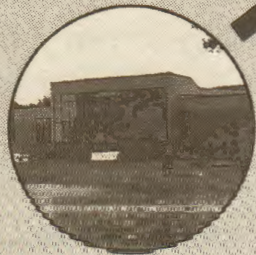
Boating . . .



The National Zoo . . .



Enjoying the nearby beaches . . .



The Paul Hall Library and Maritime Museum . . .



Fishing . . .



The Jefferson Memorial . . .

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.

5/00

Talk with your family about enjoying a summer holiday at Piney Point—and secure your reservation now by clipping the coupon at left and mailing it to the Seafarers Training and Recreation Center in Piney Point.

And then . . . relax and enjoy a truly memorable 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.

Dispatchers' Report for Deep Sea

MARCH 16 — APRIL 15, 2000

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	19	17	5	17	14	5	7	47	21	9
Philadelphia	4	4	1	8	5	0	1	6	8	2
Baltimore	8	6	1	8	5	0	2	8	4	3
Norfolk	11	15	7	9	9	7	3	21	17	11
Mobile	15	5	3	7	7	2	4	24	8	8
New Orleans	19	10	9	15	9	5	5	31	17	13
Jacksonville	30	19	10	29	11	10	10	60	24	19
San Francisco	21	12	3	18	7	0	5	41	21	9
Wilmington	31	14	4	17	6	4	8	48	18	10
Seattle	30	10	9	27	8	4	12	39	11	12
Puerto Rico	12	9	0	6	5	2	4	18	7	1
Honolulu	8	6	5	7	4	0	0	16	11	9
Houston	22	13	11	20	11	10	5	37	20	11
St. Louis	0	2	3	2	1	0	0	5	1	6
Piney Point	3	6	0	2	4	1	0	2	8	0
Algonac	2	0	2	1	0	1	1	3	0	1
Totals	235	148	73	193	106	51	67	406	196	124
ENGINE DEPARTMENT										
New York	12	9	3	4	5	1	2	22	11	7
Philadelphia	3	0	0	2	3	0	0	5	4	1
Baltimore	6	3	3	2	8	3	1	9	5	2
Norfolk	3	6	8	3	4	4	4	9	9	6
Mobile	10	2	2	8	4	0	1	19	6	2
New Orleans	8	4	7	7	4	6	7	15	9	6
Jacksonville	22	13	6	17	5	2	4	28	24	13
San Francisco	8	5	3	5	2	1	1	12	14	3
Wilmington	11	10	4	6	2	4	4	13	15	5
Seattle	12	6	1	8	11	4	7	21	4	3
Puerto Rico	4	2	3	0	3	1	1	8	3	4
Honolulu	6	4	5	8	4	1	1	8	9	6
Houston	9	6	2	14	5	0	5	21	8	5
St. Louis	3	0	2	1	2	1	2	3	2	4
Piney Point	1	2	0	0	1	1	0	5	6	4
Algonac	0	0	0	1	0	1	1	0	0	0
Totals	118	72	49	86	63	30	41	198	129	71
STEWARD DEPARTMENT										
New York	15	7	3	10	3	0	6	28	11	4
Philadelphia	4	0	0	4	1	0	0	6	1	0
Baltimore	4	1	0	1	0	0	1	3	2	0
Norfolk	4	6	3	4	4	2	2	13	8	3
Mobile	6	3	2	1	0	2	1	12	8	1
New Orleans	5	5	1	6	1	1	1	8	9	1
Jacksonville	24	3	1	8	4	1	3	38	8	2
San Francisco	26	4	1	13	1	0	2	40	6	2
Wilmington	23	6	2	14	4	2	5	35	6	3
Seattle	19	2	0	14	2	1	6	31	1	1
Puerto Rico	3	2	1	2	0	1	0	3	2	0
Honolulu	9	1	16	4	4	13	2	20	4	12
Houston	9	3	2	9	0	1	1	16	5	3
St. Louis	1	0	0	1	0	0	0	0	0	1
Piney Point	1	3	1	0	3	0	0	4	6	3
Algonac	0	1	2	0	0	1	0	0	1	1
Totals	153	47	35	91	27	25	30	257	78	37
ENTRY DEPARTMENT										
New York	6	20	18	5	17	8	0	8	43	41
Philadelphia	1	4	0	0	0	0	0	1	6	2
Baltimore	1	1	2	0	0	1	0	1	3	1
Norfolk	1	11	17	1	9	8	0	0	13	21
Mobile	3	8	0	0	5	1	0	3	11	1
New Orleans	2	8	8	0	7	5	0	6	13	19
Jacksonville	4	19	23	4	7	11	0	3	30	28
San Francisco	8	12	5	4	9	3	0	15	18	5
Wilmington	5	9	13	2	8	4	0	10	14	24
Seattle	5	8	19	4	10	7	0	10	20	30
Puerto Rico	4	2	8	1	2	4	0	4	3	10
Honolulu	5	27	63	5	14	54	0	7	38	88
Houston	2	8	5	0	12	3	0	4	18	14
St. Louis	0	0	0	0	0	1	0	0	0	0
Piney Point	1	15	20	0	8	14	0	1	19	23
Algonac	0	3	1	0	0	0	0	0	5	1
Totals	48	155	202	26	108	124	0	73	254	308
Totals All Departments	554	422	359	396	304	230	138	934	657	540

*"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.

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

Piney Point	Monday: June 5, July 3
Algonac	Friday: June 9, July 7
Baltimore	Thursday: June 8, July 6
Duluth	Wednesday: June 14, July 12
Honolulu	Friday: June 16, July 14
Houston	Monday: June 12, July 10
Jacksonville	Thursday: June 8, July 6
Jersey City	Wednesday: June 21, July 19
Mobile	Wednesday: June 14, July 12
New Bedford	Tuesday: June 20, July 18
New Orleans	Tuesday: June 13, July 11
New York	Tuesday: June 6; Wednesday: July 5*
<i>*change created by Independence Day holiday</i>	
Norfolk	Thursday: June 8, July 6
Philadelphia	Wednesday: June 7, July 5
San Francisco	Thursday: June 15, July 13
San Juan	Thursday: June 8, July 6
St. Louis	Friday: June 16, July 14
Tacoma	Friday: June 23, July 21
Wilmington	Monday: June 19, July 17

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

Personal

ROBERT B. HYLAND

Please contact William H. Hyland at 7143 East Baltimore Street, Baltimore, MD 21224; or call (410) 282-0595.

Discussing STCW Requirements



After last month's membership meeting in Piney Point, Md., SIU President Michael Sacco and SA Shirley Winbush discussed some of the requirements of the amended STCW convention and how they impact Seafarers' training. Winbush is enrolled in the tanker familiarization/assistant cargo (DL) course at the Paul Hall Center for Maritime Training and Education.

Seafarers International Union Directory

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

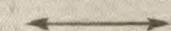
Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermet Mangram
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

DULUTH

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

GUAM

Sunny Plaza, 3rd Floor
125 Tunjesus Crisostona St.
Tamuning, Guam 96911
(671) 647-1351

HONOLULU

606 Kalibi 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
(304) 328-7345

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) 322-7984

SAN FRANCISCO

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

SANTURCE

1057 Fernandez Jimcos 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

MARCH 16 — APRIL 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	17	6	0	8	1	0	8	5
ENGINE DEPARTMENT									
Algonac	0	9	3	0	3	0	0	6	3
STEWARD DEPARTMENT									
Algonac	0	5	6	0	0	0	0	5	6
ENTRY DEPARTMENT									
Algonac	0	18	16	0	9	1	0	9	14
Totals All Depts	0	49	31	0	20	1	0	28	28

**"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

MARCH 16 — APRIL 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	1	0	5	1	0	2	1	0	10
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	4	0	3	8	0	1	10	1	14
Totals	5	0	8	9	0	3	11	1	24
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	1	0	0	1	0	1	0	1
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	0	1	0	0	1	0	1	0	1
STEWARD DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	1	1	0	0	0	0
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	2	0	0	4	0	0	2
Totals	0	0	2	1	1	4	0	0	2
Totals All Depts	5	1	10	10	2	7	12	1	27

**"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 John M. Clarke of Houston, Texas.

It was taken at "Joe Palooka's" in Mobile, Ala. in 1953 at a moment of relaxation during the Atlantic organizing drive. Pictured are some crew members from the *Royal Oak*, a Cities Service vessel, as well as members from Atlantic

Refining.

Clarke, then a steward assistant, is the one in the cowboy hat.

John M. Clarke joined the SIU in 1953 in the port of New York and sailed in the steward department. He served in the U.S. Army from 1950-1952 and retired in 1994.



One recertified bosun is among the 21 Seafarers announcing their retirements this month. Representing 50 years of active union membership, Recertified Bosun **Thomas H. Hawkins** graduated from the highest level of training available to members in the deck department at the Seafarers Harry Lundeberg School in Piney Point, Md.

Including the recertified graduate, 12 of the retiring mariners sailed in the deep sea division, four shipped on inland vessels and five plied the Great Lakes.

Fifteen of the retirees worked in the deck department, four shipped in the engine department and two sailed in the steward department.

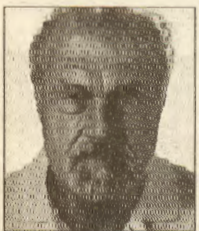
On this page, the *Seafarers LOG* presents brief biographical accounts of the retiring Seafarers.

DEEP SEA



LUIS R. CENTENO, 66, first sailed with the Seafarers in 1959 aboard the *Beauregard*. A native of Puerto Rico, he worked in the deck department. During his career, he also sailed in the engine department. Brother Centeno last worked aboard a Sea-Land Service vessel. He makes his home in San Francisco.

VIRGILIO GALDOS, 65, graduated from the Marine Cooks & Stewards (MC&S) training school in 1962 in Santa Rosa, Calif. and joined the MC&S in the port of San Francisco. Born in Ecuador, he became a U.S. citizen. Brother Galdos worked in the steward department, last sailing aboard the *Lurline*, a Matson Navigation Co. vessel. He has retired to Cloverdale, Calif.



THOMAS H. HAWKINS, 73, began his career with the Seafarers in 1949 from the port of New York. A native of Washington, he worked in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School in Piney Point, Md., where he graduated from the bosun recertification course in 1975. Brother Hawkins last sailed aboard the *Sea-Land Kodiak*. He calls Hoodport, Wash. home.

ROMAN JARAMILLO, 70, started his career with the SIU in 1986, sailing aboard the *USNS Hess*, operated by

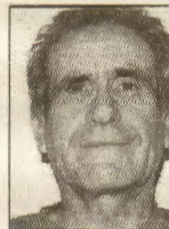
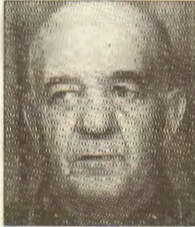


LSC Marine, Inc. Born in Ecuador, he became a U.S. citizen. Brother Jaramillo worked in the steward department, last sailing aboard the *USNS Denebola*, a Bay Ship Management vessel. From 1952 to 1954, he served in the U.S. Army. He resides in Brigantine, N.J.



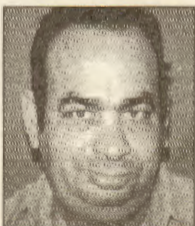
ERNEST LACUNZA, 62, joined the Seafarers in 1968 in the port of San Francisco. A native of California, he worked in the engine department and upgraded his skills at the SIU's training school in Piney Point, Md. His last ship was the *Lawrence H. Gianella*, operated by Ocean Ships, Inc. From 1956 to 1960, he served in the U.S. Air Force. Brother Lacunza makes his home in Sparks, Nev.

THOMAS N. LUKETICH, 65, first sailed with the SIU in 1978 aboard the *Potomac*, operated by Ogden Marine. A native of Pennsylvania, he worked in the deck department, last sailing aboard the *Sea-Land Kodiak*. From 1951 to 1955, he served in the U.S. Navy. Brother Luketich has retired to Ardenvoir, Wash.



MANUEL M. OLIVEIRA, 66, began his career with the Seafarers in 1992, first sailing aboard the *Antarctic*. He worked in the deck department and upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Brother Oliveira last sailed aboard the *Sea-Land Endurance*. San Diego is his home.

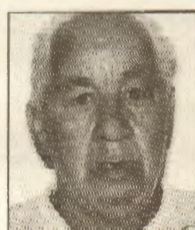
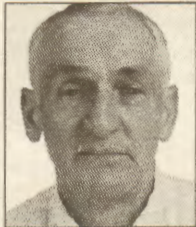
ANGEL R. SANTANA, 67, graduated from the Andrew Furuseth Training School in 1961 and joined the SIU in the port of New York. The Puerto Rico native sailed in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School. During his career, he was active in union organizing drives. Brother Santana makes his home in Caguas, P.R.



KWAN JOY SIU, 62, graduated from the MC&S training school in 1969 and joined the MC&S in the port of San Francisco. His first ship was the *President Wilson*, operated by American President Lines. Born

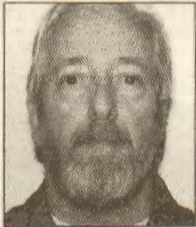
in China, he worked in the steward department. He participated in several Thanksgiving events at the San Francisco hall. Brother Siu last sailed aboard a Sea-Land Service vessel. He has retired to Bay Shore, Calif.

ROBERT L. SMITH, 62, joined the Seafarers in 1962 in the port of New York after graduating from the Andrew Furuseth Training School. His first ship was the *Alcoa Pioneer*. Born in Massachusetts, he worked in the deck department, last sailing aboard the *Sea-Land Enterprise*. From 1957 to 1959, he served in the U.S. Army. Brother Smith calls San Francisco home.



JOSE SOTO, 61, began his career with the SIU in 1969, first sailing aboard the *Joplin Victory*. A native of Puerto Rico, he worked in the deck department and upgraded his skills at the SIU's training school in Piney Point, Md. From 1956 to 1959, he served in the U.S. Army. Prior to retiring, he sailed aboard the *Mayaguez*, an NPR, Inc. vessel. Brother Soto makes his home in Carolina, P.R.

LEONARD STEINHARDT, 57, graduated from the Andrew Furuseth Training School in 1964 and joined the Seafarers in the port of New York. The *Steel Seafarer* was his first ship. Born in New York, he sailed in the engine department and frequently upgraded his skills at the Paul Hall Center for Maritime Training and Education. Brother Steinhardt has retired to Toms River, N.J.



CHRISTOPHER S. LUPTON, 64, started his career with the SIU in 1954. Boatman Lupton

worked as a tugboat captain, last sailing aboard an Interstate Oil Transport Co. vessel. A native of North Carolina, he makes his home in New Bern.

HENRY R. RAINEY, 62, joined the Seafarers in 1967 in the port of New Orleans. The Mississippi native worked in the deck department. Boatman Rainey last sailed in 1990 aboard the *Avocet*, oper-



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.

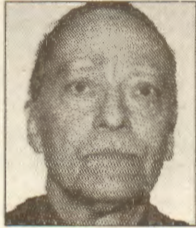
ated by Radcliff Materials. Mendenhall, Miss. is where he calls home.



FREDDIE R. RICE, 62, began sailing with the SIU in 1969 from the port of Norfolk, Va. The North Carolina

native worked as a mate/pilot, last sailing aboard a Maritrans vessel. Boatman Rice makes his home in Lowland, N.C.

WILLIAM L. SMITH, 65, first sailed with the Seafarers in 1973 aboard the tug *Mariner*. Born in Mississippi, he worked as an OS/Cook, last sailing aboard the *Honour*, operated by Maritrans. From 1956 to 1958, he served in the U.S. Army. Boatman Smith calls New York home.



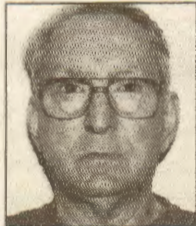
GREAT LAKES



FRANCIS J. BELLANT, 62, first sailed with the SIU in 1957 working aboard the tug *Mojave*, operated by Dunbar &

Sullivan Dredging Co. A native of Michigan, he sailed as a captain and upgraded his skills at the Paul Hall Center for Maritime Training and Education. Before retiring, Brother Bellant worked aboard the tug *Carl Luedtke*, operated by Luedtke Engineering Co. St. Ignace, Mich. is where he calls home.

CLARENCE B. CASEY, 62, joined the Seafarers in 1961 in the port of Detroit, working aboard the tug



Hardwick, operated by Great Lakes Dredge & Dock. Born in Kentucky, he sailed in the deck department. From 1954 to 1957, he served in the U.S. Army. Brother Casey has retired to Fort Gratiot, Mich.



JAMES CORBRAN, 62, began his career with the SIU in 1960 from the port of Buffalo, N.Y., sailing aboard the

Edmund P. Smith, an American Steamship Co. vessel. Brother Corbran worked in the deck department and upgraded his skills at the SIU's training school in Piney Point, Md. From 1955 to 1958, he served in the U.S. Air Force. Prior to retiring, he sailed aboard the *Richard J. Reiss*, operated by Erie Sand Steamship. The New York native makes his home in Hamburg.

KENNETH W. DEGRAFF, 62, first sailed with the Seafarers in 1967. Born in Illinois, he worked as a deck engineer and upgraded his skills at the Paul Hall Center for Maritime Training and Education. From 1958 to 1960, he served in the U.S. Coast Guard. A resident of South Holland, Ill., Brother DeGraff last worked aboard a Great Lakes Towing Co. vessel.



MARVIN A. SCHMITZ, 65, joined the SIU in 1973 in the port of Chicago. The *Fred A. Manske* was his first vessel.

A native of Wisconsin, he worked as a conveyorman, last sailing aboard the *St. Clair*, operated by American Steamship Co. From 1957 to 1959, he served in the U.S. Army. Brother Schmitz has retired to Glenbeulah, Wis.

American Victory's Renovation Continues

Restoration of the historic ship *American Victory* continues in Tampa, according to the group overseeing the project.

The Victory Ship, Inc. last month reported that the vessel's hull, deck and superstructure "have been sand blasted and have a new coat of paint. The ship is out of dry-dock and back in the wet slip."

A local television station planned to air a feature late last month about volunteers who are helping restore the *American Victory*. The project also has received newspaper coverage.

For more information about the *American Victory's* restoration, or to volunteer, send email to AmVic@aol.com, telephone (813) 228-8766 or write to The Victory Ship, Inc., 705 Channelside Dr., Tampa, FL 33609.

Built in 1945, the *American Victory* had been part of the U.S. Reserve Fleet on Virginia's James River since after the Vietnam War. Formerly crewed by SIU members, the 454-foot vessel was one of more than 500 Victory ships that debuted near the end of World War II. During Vietnam, it was operated by Hudson Waterways Corp.

Final Departures

DEEP SEA

LORENZO BENNETT



Pensioner Lorenzo Bennett, 73, passed away February 3. A native of Mobile, Ala., he began sailing with the Seafarers in 1947

from the port of New Orleans. The steward department member later graduated from the Andrew Furuseth Training School in Mobile and attended an education conference at the SIU's training school in Piney Point, Md. From 1945 to 1947, he served in the U.S. Army. Brother Bennett last sailed aboard the *Sea-Land Galveston* as a chief steward and began receiving his pension in February 1992. He was a resident of Los Angeles.

ZEE Y. CHING



Pensioner Zee Y. Ching, 78, died December 22, 1999. Born in China, he started his career with the SIU in 1948 in the port of New York. Brother

Ching worked in the steward department, last sailing aboard an inland vessel operated by Dixie Carriers. A resident of Violet, La., he started receiving his pension in November 1976. He was a veteran of World War II, having served in the U.S. Navy from 1942 to 1946.

JOSEPH L. FORNIS

Pensioner Joseph L. Fornis, 71, passed away January 19. Brother Fornis joined the Marine Cooks & Stewards (MC&S) in 1945, first sailing aboard the *Edwin H. Duff*. He worked in the steward department and retired in January 1975. Los Angeles was his home.

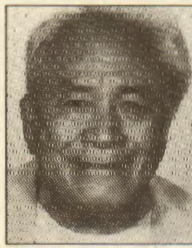
CESAR S. LAGO



Cesar S. Lago, 60, passed away February 10. A native of the Philippine Islands, he began his SIU career in 1984 from the port of Wilmington,

Calif., first sailing aboard the *SS Independence*, an American Hawaii Cruises vessel. Brother Lago worked as a chief cook. A resident of Wilmington, he last sailed aboard the *Sea-Land Enterprise*.

WALLY W. LAU



Pensioner Wally W. Lau, 78 died February 19. He joined the MC&S in 1944 in the port of San Francisco. Born in China, he worked in the steward

department and upgraded his skills at the Seafarers Harry Lundberg School, where he graduated from the steward recertification program in 1989. Prior to retiring in April 1997, he sailed aboard the *Overseas New York*. Brother Lau was a resident of San Francisco.

HENRY D. LONG

Pensioner Henry D. Long, 83, passed away February 6. Born in North Carolina, he started his career with the Seafarers in 1953 in the port of Baltimore. His first ship was



the *Cubore*, an Ore Steamship Corp. vessel. Brother Long worked in the engine department and retired in December 1979. Sea

Level, N.C. was his home.

ALEJANDRO S. MARTINEZ



Pensioner Alejandro S. Martinez, 66, died February 13. A native of Puerto Rico, he graduated from the Andrew Furuseth Training School

in 1964 and joined the union in the port of Baltimore. The *Transeastern* was his first vessel. Brother Martinez sailed in the deck department. Before he retired in June 1999, he worked aboard the *Golden Monarch*, a Westchester Marine vessel. From 1952 to 1954, he served in the U.S. Army. His home was in Ponce, P.R.

EDWARD MERCHANT

Pensioner Edward Merchant, 87, passed away March 5. He joined the MC&S in the 1940s. Brother Merchant sailed in the steward department and began receiving his pension in April 1977.

OLIVER P. OAKLEY



Pensioner Oliver P. Oakley, 71, died December 8, 1999. Born in Pennsylvania, he first sailed with the Seafarers in 1946 aboard the

Blue Ridge Victory, a Calmar Steamship Corp. vessel. Brother Oakley worked in the steward department. Prior to retiring in December 1997, he sailed aboard the *Denebola*, operated by Bay Tankers. He was a resident of Olyphant, Pa.

CALVIN T. PRICE



Pensioner Calvin T. Price, 76, passed away March 10. A native of North Carolina, he joined the SIU in 1951 in the port of Norfolk, Va.

Brother Price worked in the deck department, last sailing aboard the *Van Horizon*, operated by Vancor Steamship Co. During his career, he also worked in the engine department. The Tarboro, N.C. resident started receiving his pension in April 1983.

KIM SIN QUAN

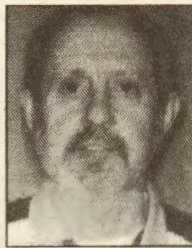


Pensioner Kim Sin Quan, 67, died February 15. Brother Quan began his career with the MC&S in 1958 from the port of San Francisco. Born in China,

he worked as a chief cook. Prior to retiring in January 1995, he sailed aboard the *Matsonia*, a Matson Navigation Co. vessel. San Francisco was home to Brother Quan.

OTIS L. SESSIONS

Pensioner Otis L. Sessions, 72, passed away February 14. He joined the Seafarers in 1973 in the port of Houston. The Mississippi native



worked in the engine department and frequently upgraded at the SIU's training center in Piney Point, Md. During his career, he was active in union

affairs and organizing drives. His last ship was the *LNG Capricorn*. A resident of Bay Minette, Ala., he began receiving his pension in May 1997. From 1950 to 1952, he served in the U.S. Army.

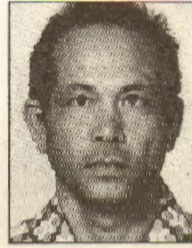
RAYMOND J. THOMAS



Pensioner Raymond J. Thomas, 79, died December 4, 1999. Born in Alabama, he started sailing with the Seafarers in 1942 in the port of

New York. Brother Thomas worked in the steward department, last sailing as a chief cook aboard the *Cove Trader*. A resident of Mobile, Ala., he started receiving his pension in July 1986.

RICARDO M. VENZON



Pensioner Ricardo M. Venzon, 72, died January 25. Brother Venzon joined the Seafarers in 1975 in the port of Wilmington, Calif., first sailing

aboard the *Council Grove*. A native of the Philippines, he worked in the deck department. Prior to retiring in March 1992, he sailed aboard the *Overseas Alice*. From 1945 to 1972, he served in the U.S. Army. Brother Venzon lived in Honolulu.

STEVE WEST



Pensioner Steve West, 79, passed away February 11. He began his career with the SIU in 1963 from the port of New York, first sailing

aboard the *Pioneer Mist*. Born in Poland, he became a U.S. citizen. Brother West sailed in the engine department and upgraded to a licensed officer. A resident of Bergenfield, N.J., he started receiving his pension in March 1988.

WILLIAM M. WEST



Pensioner William M. West, 85, died January 2. A charter member of the Seafarers, he joined the union in 1938 in the port of Norfolk, Va.

Born in Panama, he sailed in the engine department. He was active in union affairs and organizing drives during his maritime career. Brother West last sailed aboard the *Sea-Land Newark*. A resident of Seattle, he retired in January 1981.

WALTER H. WHITTEN



Pensioner Walter H. Whitten, 72, passed away January 14. He started his career with the SIU in 1945 from the port of

Mobile, Ala. Brother Whitten worked in the engine department, last sailing aboard the *Sea-Land Producer*. He was a resident of Mobile and started receiving his pension in February 1985. The Alabama native served in the U.S. Army from 1949 to 1950.

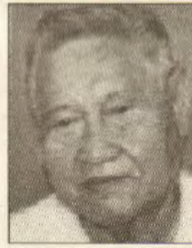
AH SAI WONG



Pensioner Ah Sai Wong, 89, died January 27. Born in China, he began sailing as a steward with the Seafarers in 1948 from the port of San

Francisco. He started receiving his pension in July 1975. Brother Wong was a resident of San Francisco.

HARRY WOO SR.



Pensioner Harry Woo Sr., 78, passed away January 31. A native of Hawaii, he joined the MC&S. Brother Woo sailed in the steward

department and began receiving his pension in January 1970. Kaneohe, Hawaii was his home.

INLAND

LESLIE W. COLLIER



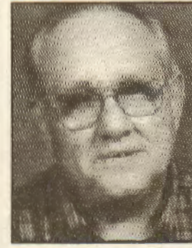
Pensioner Leslie W. Collier, 69, died March 6. A native of Virginia, he joined the Seafarers in 1969 in the port of Philadelphia.

Boatman Collier worked as a captain and upgraded his skills at the SIU's training school in Piney Point, Md. A resident of Coinjock, N.C., he started receiving his pension in March 1993.

JOHNNIE W. FELDMAN

Johnnie W. Feldman, 62, passed away January 2. Born in Arkansas, he began his career with the SIU in 1974 in the port of Houston. Boatman Feldman last sailed as a captain aboard a Marine Towing Co. vessel. From 1955 to 1963, he served in the U.S. Air Force.

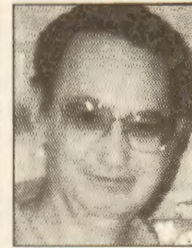
DONALD G. HUDDLESTON



Pensioner Donald G. Huddleston, 71, passed away January 20. He started sailing with the SIU in 1960 in the port of Norfolk, Va. Boatman

Huddleston worked as a tanker, last sailing aboard a Maritrans vessel. A resident of Supply, N.C., he retired in September 1993. From 1956 to 1958, he served in the U.S. Air Force.

BENNIE J. LANDRY



Pensioner Bennie J. Landry, 68, passed away February 21. Boatman Landry began his SIU career in 1963 from Port Arthur,

Texas. The Texas native sailed in the engine department and upgraded his skills at the Seafarers Harry Lundberg School, where he gradu-

ated from the diesel scholarship program in 1982. During his career, he also worked in the deck department. From 1951 to 1955, he served in the U.S. Navy. A resident of Lufkin, Texas, he began receiving his pension in August 1988.

JAMES H. RATHBONE



James H. Rathbone, 52, passed away February 8. Born in North Carolina, he first sailed with the SIU in 1990 aboard deep sea vessel *Cape*

Farewell. Boatman Rathbone later transferred to the inland division, sailing primarily aboard McAllister Towing Co. vessels as a mate. Poquoson, Va. was his home.

RONALD L. REEVES



Ronald L. Reeves, 50, died December 30, 1999. After retiring from the U.S. Navy, he began his career with the Seafarers in 1994 aboard an

Allied Towing Co. vessel. Boatman Reeves sailed as a member of the deck department. Born in Indiana, he was a resident of Gainesville, Ga.

HUGH L. STEWART

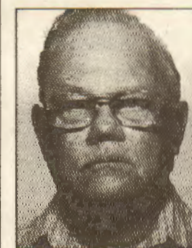


Pensioner Hugh L. Stewart, 69, passed away January 27. A native of Alabama, he joined the SIU in 1952, first sailing in the deep sea divi-

sion aboard the *Oreman*. He later transferred to inland vessels. Boatman Stewart worked in the deck department, last sailing aboard a Moran Towing Co. vessel. He was a resident of Baltimore and started receiving his pension in December 1987. From 1948 to 1952, he served in the U.S. Navy.

GREAT LAKES

REINO E. SALO



Pensioner Reino E. Salo, 85, died November 12, 1999. Born in Wisconsin, he began his SIU career in 1960 from the port of Detroit. Brother

Salo sailed in the engine department and began receiving his pension in April 1979. He was a resident of Superior, Wis.

THOMAS KARL SCHULTZ

Thomas Karl Schultz, 56, passed away January 15. A native of Michigan, he joined the Seafarers in 1961 in the port of Detroit. Brother Schultz worked in the deck department, last sailing aboard the *Adam E. Cornelius*, an American Steamship Co. vessel. He was a resident of Sarnia, Ontario, Canada.

DANIEL A. STORCE

Daniel A. Storce, 62, passed away February 4. Brother Storce first sailed with the Seafarers in 1968 aboard the *Reiss Brothers*, operated by American Steamship Co. Born in Illinois, he worked in the deck department, last sailing in 1985 aboard the *Presque Isle*. Cloquet, Minn. was his home.

Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships' minutes. The minutes are then forwarded to the Seafarers LOG for publication.

EL MORRO (IUM), January 31—Chairman **Steve Copeland**, Secretary **Kris Hopkins**, Educational Director **Fred Dougherty**, Engine Delegate **Teki Williams**, Steward Delegate **Marvin E. James**. Bosun stressed importance of keeping all beefs routed through department heads. He asked crew members to lower noise on crew deck, take care while smoking in cabins and return movies promptly and put in order. Secretary advised everyone to upgrade at Paul Hall Center in Piney Point, Md. and check expiration dates on necessary shipping documents. Treasurer announced \$152.28 in ship's fund. No beefs or disputed OT reported. Crew van provided at Blount Island seems to be working well. Inquiry made into increasing pension benefits. Clarification requested on STCW deadline. Vote of thanks given to steward department for job well done. Next ports: Port Everglades and Jacksonville, Fla.

HMI CAPE LOOKOUT SHOALS (IUM), January 31—Chairman **Steven L. Bush**, Secretary **Alan W. Bartley**, Educational Director **Salome Castro**, Deck Delegate **Zinnon Jackson**, Engine Delegate **Wilbert J. Miles Jr.**, Steward Delegate **Ralph F. Morgan**. Prior to leaving port of Seattle, chairman requested absentee ballots for merger vote. Educational director reminded crew members to check STCW and z-cards for expiration dates. Treasurer announced \$900 in ship's movie fund. Some disputed OT reported in engine and steward departments. Inquiries made on improving mail service and obtaining refrigerators for crew rooms. Steward asked crew to help keep linen locker clean. Recommendation made to keep door closed during meal times to keep people out of galley other than steward department members. Vote of thanks given to steward department for job well done, to deck department and DEU for help provided to steward. Ship heading to New York, Houston and Philadelphia.

LIBERTY STAR (Liberty Maritime Corp.), January 24—Chairman **Rodney Jimenez**, Secretary **Norman Evans**, Educational Director **Trent R. Sterling**. Chairman noted payoff scheduled January 28 in Beaumont, Texas. All crew members should return movies, strip bunks and clean rooms before getting off ship. Trip was good. Educational director advised those members who have time to consider upgrading at Piney Point. No beefs or disputed OT reported. Steward department given vote of thanks for weekly cookouts.

MARINE COLUMBIA (Intrepid Ship Mgmt.), January 24—Chairman **Gregory Hamilton**, Secretary **James F. Dunne**, Educational Director **Ronald Gordon**, Engine Delegate **Detricke R. Kelly**, Steward Delegate **Kathleen Lanahan**. Chairman noted shipyard work finished and vessel ready to sail. Payoff to take place in El Segun-

do, Calif. and will then sail to Richmond, Calif. and Valdez, Alaska for cargo. Secretary said holidays enjoyed by all and wished good health and happiness from ship's crew to officers and staff at Piney Point and headquarters. Educational director urged everyone to use facilities and upgrading programs at Paul Hall Center and be aware of new regulations and requirements needed for future sailing. No beefs or disputed OT reported. Suggestion made to have contracts department look into ability of receiving vacation pay after 90 days. Several items needed to be purchased, including new set of exercise weights, furniture in crew lounge, curtains in living and dining areas and cabins and new jacket for steward department for work in reefer boxes.

NAVIGATOR (CSX Lines), January 16—Chairman **Werner H. Becher**, Secretary **Lynn N. McCluskey**, Educational Director **Robert E. Bruckman**, Deck Delegate **Joseph Dallas**, Engine Delegate **Ross Himebauch**, Steward Delegate **Terry R. Magno**. Chairman announced payoff January 22 in port of Tacoma. He thanked crew for helping keep ship in order and reminded them to get clean set of linen for relief before leaving. He also urged everyone to take time to vote in SIU-NMU merger. He noted progress made in last 10 years. Treasurer stressed importance of upgrading skills at Paul Hall Center. No beefs or disputed OT reported. Suggestion made to have vacation pay incorporated into gross pay, which later will determine pension benefits. Vote of thanks to steward department for well-prepared meals.

2nd LT. JOHN P. BOBO (AMSEA), January 26—Chairman **William L. Bratton**, Secretary **Kristin Krause**, Educational Director **Charles J. Betz**, Steward Delegate **Isaac Newsome**. Chairman announced arrival of across-the-board EPA, which is posted on bulletin board. Anyone interested in voting should check with union patrolman when returning to States. He also advised crew to make sure all shipping documents are updated. Educational director suggested crew members take advantage of educational opportunities at Piney Point. Treasurer announced \$1,355.85 in ship's fund, of which \$942 allocated for purchase of T-shirts in Palma, Spain. No beefs or disputed OT reported. Satellite system still in the works.

CHALLENGER (CSX Lines), February 13—Chairman **Mauro Gutierrez**, Secretary **William E. Bragg**, Educational Director **Marvin D. Wells**. Chairman stated rumors regarding vessel being transferred to East Coast are firming up as fact. No official notice yet, but preparations being made. He announced payoff in Oakland, Calif. on February 15. Crew awaiting response from headquarters regarding tank/cargo hold cleaning. Secretary read fax from headquarters informing crew of preliminary results on SIU-NMU merger vote. Educational director urged

crew members to keep current with upgrading/training and Coast Guard requirements. No beefs or disputed OT reported. Vote of thanks given to steward department, with special thanks to Chief Cook **Arthur Medeiros** for excellent meals and great barbecues.

GUAYAMA (NPR, Inc.), February 6—Chairman **Ray Gorju**, Secretary **Richard Hicks**, Educational Director **Ronald C. Smith**, Deck Delegate **James R. Blitch**. Chairman thanked all hands for good trip and announced payoff upon arrival in Jacksonville. He asked that all movies be returned and that plastic refuse be separated from regular trash. Educational director recommended crew members upgrade skills at Paul Hall Center. Some disputed OT reported in engine and steward departments. Vote of thanks given to steward department for job well done.

GUS DARNELL (OSI), February 21—Chairman **Salvatore G. Ciciulla**, Secretary **Robert L. Easley**, Educational Director **Lawrence A. Banks II**, Deck Delegate **Efrain N. Santana**. Chairman led discussion on new shipping company and encouraged Seafarers to contribute to SPAD for job security. Secretary warned crew to watch out for use of alcohol at sea and ashore. Educational director advised members to upgrade at Piney Point, particularly the tanker operations course. No beefs or disputed OT reported. Request for satellite to be brought up to captain and company. Request made to provide additional cold drinks while in Caribbean and other hot areas. Next port: Charleston, S.C.

HMI DEFENDER (U.S. Ship Mgmt.), February 1—Chairman **Bradley L. Seibel**, Secretary **Steven R. Wagner**, Educational Director **Charles J. Brockhaus**, Deck Delegate **Arnold R. Neff**, Engine Delegate **Kenneth Stratton**, Steward Delegate **Isabel Sablo**. Chairman announced payoff in Corpus Christi, Texas on February 3. Educational director recommended everyone take upgrading classes at Paul Hall Center. No beefs or disputed OT reported. Suggestion made for contracts department to look into reducing number of days needed to receive vacation check from 120 to 60 and increase fine for missing ship from \$100 to \$500. Discussion held regarding medical attention for crew members. Chairman noted regular charter from Corpus Christi to be changed after two more discharges in Tampa.

INNOVATOR (U.S. Ship Mgmt.), February 6—Chairman **John E. Stout**, Secretary **Jose M. Bayani**, Educational Director **Christopher L. Earhart**, Deck Delegate **William G. Burke**, Engine Delegate **William D. Parker**, Steward Delegate **Yahya S. Ali**. Chairman thanked crew for good voyage and reminded those getting off to clean cabin for next person and leave key. Secretary thanked everyone for helping keep mess hall and crew lounge clean, with special thanks to bosun and daymen for great job painting galley storeroom. He pointed out importance of donating to SPAD for job security. Educational director encouraged everyone to upgrade at Piney Point and stay on top of new rules and regulations needed to ship out, including STCW. No beefs or disputed OT reported. Suggestion made for contracts department to look into cutting vacation pay from 120 to 90 days. Next port: Long Beach, Calif.

LIBERTY SEA (Liberty Maritime), February 21—Chairman **Michael A. Presser**,

Secretary **Thomas D. Kreis**, Educational Director **Walter R. Ferrero**, Deck Delegate **Daniel P. Seymour**, Engine Delegate **John D. Lewis**, Steward Delegate **Christopher M. Green**. Chairman announced payoff in New Orleans on February 25. He posted communications for all to read regarding SIU-NMU merger vote.

Hill, Engine Delegate Cary Pratts, Steward Delegate **Alberto Falcon**. Chairman thanked deck department for good job while ship was in cold north. He announced payoff in Corpus Christi, Texas and urged those getting off to go to Piney Point to upgrade skills. No beefs or disputed OT reported. President's Report from *Seafarers*

Great to Be Home



It was all smiles for the crew aboard the *Developer*, when it put into the port of Long Beach, Calif. last month, fresh from a Far East run. From the left are DEU Jose Garcia, Relief Steward/Baker Ruben Casin and AB Dante Cruz. For additional photos taken aboard this U.S. Ship Management vessel and other ships calling on the busy California port, turn to page 6.

Secretary thanked crew for helping keep ship clean. Educational director stated importance of upgrading at Paul Hall Center. No beefs or disputed OT reported. Recommendation made for contracts department to look into 100 percent dental insurance coverage for members and dependents. Repairs needed to meat box. Vote of thanks given to steward department in helping make good trip and keeping morale high. Next port: Haifa, Israel.

MAERSK CALIFORNIA (Maersk), February 6—Chairman **Frank P. Hedge**, Educational Director **James T. McParland**, Deck Delegate **Donnie Collins II**, Steward Delegate **Edward F. Fuller**. Chairman stated ship looks good and asked for help keeping it that way. Educational director advised crew members to advance learning skills by upgrading at Piney Point. Treasurer announced \$850 in ship's fund. Discussion held about safety factors related to working on watch and everyone stated they would like to work more overtime. Clarification requested on overtime for steward department. Suggestion made for contracts department to look into increasing pension fund. New vacuum cleaners and coffee pots needed as well as new mattresses. Next ports: Charleston, S.C.; Freeport, Bahamas; Miami; and Panama.

MAERSK CONSTELLATION (Maersk), February 4—Chairman **William C. Dowzicky**, Secretary **Khamis Mageed**. Chairman stressed importance of having STCW endorsement by 2002. Secretary stated that best way to clear air among shipmates is to hold union meetings on regular basis. Educational director reminded crew to keep eye on new courses available at Paul Hall Center. No beefs or disputed OT reported. Ice cream freezer for crew mess hall needed as well as TV antenna and e-mail service. Request made for company to inform crew members of death in family. Better health insurance requested as well as dental coverage for family members. Ship heading to Japan and South Korea.

OVERSEAS NEW ORLEANS (OSG Ship Mgmt.), February 20—Chairman **Daniel N. Laitinen Jr.**, Secretary **Jonathan White**, Educational Director **John E. Trent**, Deck Delegate **Michael**

LOG read, and discussion ensued regarding new ships, importance of contributing to SPAD and SIU-NMU merger vote. Suggestion made for contracts department to consider being able to file for vacation pay after 90-day tours. Steward department given vote of thanks.

OVERSEAS OHIO (ATC), February 22—Chairman **Timothy D. Koebel**, Secretary **Jeffery L. Smith**, Educational Director **Larry F. Phillips**, Deck Delegate **Jess Chalker**, Steward Delegate **Tommy Belvin**. Chairman reported that captain will attempt to pay off ship every 30 days. Electronic transfer draws will be available twice a month (15th and 30th). Educational director will keep in touch with Paul Hall Center regarding schedule of proposed ATC courses. Chairman read letter from VP Contracts **Augie Tellez** addressing questions about riding gangs and 90-day vacation. Requests made to have periodontal treatments covered by health plan for members and dependents. Discussion held about money purchase pension plan. Forms being printed to deal with pre-payoff room checks which will be conducted and signed off by steward or bosun. Next ports: Los Angeles, Ferndale and Richmond, Calif.

OVERSEAS WASHINGTON (ATC), February 22—Chairman **Jack Walker**, Secretary **Alphonso Davis**, Educational Director **Charles W. Dahlhaus**. Chairman announced payoff scheduled at anchor in next port. He mentioned STCW requirements need to be fulfilled. Secretary said deck department doing good job with separating trash and plastic items and in keeping house in good shape. He advised members to read *Seafarers LOG* to be informed on issues, especially SIU-NMU merger vote. Educational director encouraged everyone to attend upgrading courses at Piney Point, especially for tanker certificate. Disputed penalty OT in deck department; none in engine or steward departments. Request made for tape rewinder in crew lounge. It was reported that there was a lot of snow in Valdez, Alaska this past winter and that anyone taking a job aboard a tanker in that region should be sure to bring along lots of cold weather gear and safety shoes. Ship heading to Anacortes, Wash.

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.)

Seafarers Welfare Plan Has No Comparisons

I've heard people tell of the medical plans their unions give and, believe me, there's no comparison: the Seafarers Welfare Plan is the best.

No matter what type of medical attention I needed in the past (before Medicare), the SWP paid everything.

I am very, very fortunate in having been a member of the SIU. And, speaking as the voice of experience, I hope all members realize what a good union they belong to.

Walter Karlak
Queens, N.Y.

AMMV Looking For New Members

The American Merchant Marine Veterans (AMMV) is a young, growing organization seeking new members.

It is a non-profit pro-American organization whose purpose is to gain recognition for what the men of the merchant marine have accomplished for our country in times of war and peace. It also aims to educate the American public as to the importance of having a strong American-flag merchant marine at all times and to help the cause of American seapower and the American seaman.

To be eligible, applicants must submit proof of service in the American merchant marine at any time, or on allied countries' ships carrying American cargo in wartime. Acceptable proof of service includes:

- certificate of discharge from ocean voyages (foreign or coastal) or inland waters;
- members of U.S. maritime service (active or inactive, including Academy cadets);
- members of U.S. Health Service who engaged in treat-

- ment of U.S. seamen;
- Armed Guard who served on U.S. merchant marine vessels;
- members of any uniformed U.S. armed services with a DD-214; and
- widows of veterans who have received their DD-214.

To receive an application for membership, please call or write: American Merchant Marine Veterans
c/o Gene Delong
Hudson Valley Chapter
P.O. Box 284
Pleasantville, NY 10570
(914) 769-3539

When your completed application and copy of proof of eligibility are returned, they will be forwarded to an AMMV chapter near your residence.

Albert M. Antaki
Chapter President

Liberty Ship John Brown Now a Living Memorial

September 7, 1942 at Bethlehem-Fairfax Shipyard in Baltimore, Md.: the Liberty ship *John W. Brown* slides down the way and into the Chesapeake. Her life has begun.

She was one of only 2,700 Liberty ships to be built and one of 344 built at the Bethlehem-Fairfax yard.

If she had made but one crossing during the war, it was figured that her construction was a success. But this old girl, she's something else. She made 13 crossings as a limited troop ship, taking our men over and sometimes German POWs back.

Once the war was won, she didn't stop there; she went on to serve as a schoolship in New York City, training thousands of young men for merchant careers. Thousands of young men like myself walked her decks and hit the books in preparation for a life at sea. I wonder how many of you were among those young men. If you are, we're looking to speak with you, as we have started an alumni association and are trying to locate as many of the old students as possible in an attempt to reunite aboard our proud ship. In 1982 the *John W. Brown*

was retired, but that's not the end either. She lives on as a living memorial to the men who built and sailed on ships such as this, a floating museum, if you will

She's probably nothing compared to the ships being built and sailed these days, but she was—and still is—something real special to those who had her as part of their lives way back when.

Want to see the ship? She's berthed at Pier 1 Clinton Street in Baltimore. She's open to the public Wednesdays and Saturdays. She's scheduled to leave May 15 for a trip to Toledo and ports of call on the Great Lakes, which will keep her away for about four months.

The old students? Some of us are among the volunteer crew that will man her for the trip. Now that's a far cry from the school days when we heard the boilers constantly but never dreamed of sailing with her. To some of us, it is a second chance at an unfulfilled dream of a lifetime. Whether our dreams were fulfilled or not, what remains is that the *John W. Brown* was something very special to those of us privileged to have gone to school aboard her.

George P. Whitney
Glenside, Pa.

(Editor's note: George P. Whitney is a graduate of the schoolship *John W. Brown*, part of Metropolitan Vocational High School in New York City. He currently is secretary of the alumni association that was formed three years ago. He is looking for other past students of the schoolship. Anyone interested in joining the alumni association should contact the *SS John W. Brown Alumni Association* by mail at P.O. Box 343, Wading River, NY 11792 or by e-mail at jwbalum@aol.com.)

SIU Gains Strength Through the Years

This letter is dedicated to the men and women who—in the past, present and future—strive daily to retain a strong hold on our nation's defense.

Through the strength of the American merchant marine, we live in peace today. The courage of these men and women is awesome.

Through the visionary leadership and the strong unity of the membership and the Paul Hall Center, the union continues to grow.

I am proud to be one of its members for 38 years—from 1947 to 1985, and then reclaiming my book in 1987 for a last voyage.

Paul Hall was the head of the union when I joined. He left a legacy—now the Paul Hall Center—where everyone could have the opportunity to educate themselves and make life meaningful. His vision went far and beyond even his expectations, and the Paul Hall Center is no doubt the greatest technical vocational school to assist seafarers in being all that they can be.

Carrying on Hall's tradition and adding a stronger emphasis to training was Frank Drozak.

The gavel then fell to a third great man, one with whom I am proud to associate, Mike Sacco.

May the Seafarers' leadership continue to have God's blessings.

Robert C. Goodrun
Eufaula, Ala.

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.

SIU Pensioner Pete Salvo Featured in New Book on WWII Merchant Mariners

The U.S. merchant marine, so long ignored, unappreciated and even forgotten by the nation it served during World War II gets a just and long-overdue tribute in a new book, "Patriots and Heroes: True Stories of the U.S. Merchant Marine in World War II."

The author, Gerald Reminick, became acutely aware that 50 years after the end of the war, many of the old-timers were dying. He determined to gather together and publish as many first-person diaries and remembrances as possible to remind the nation of its debt to the merchant seamen.

SIU Pensioner Peter Salvo of McKeesport, Pa. is one of the mariners featured in the book. His sailing experiences during the 1940s are included in Chapter 5.

"Patriots and Heroes" is being published by Glencannon Press and will be available late this month. Anyone wishing to order the book (320 pages with more than 50 photos and illustrations) should contact: The Glencannon Press, Maritime Books, P.O. Box 644, Benicia, CA 94510. The toll free number is (800) 711-8985 and the fax is (707) 747-0311. The price for the book is \$21.95 plus \$4 shipping.

SEAFARERS PAUL HALL CENTER 2000 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between May through November 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	May 1	May 26
	July 10	August 4
	August 7	September 1
	September 4	September 29
Lifeboatman	October 2	October 27
	June 26	July 7
	July 24	August 4
	August 21	September 1
Radar Unlimited	September 18	September 29
	July 10	July 21
	August 7	August 17
	October 2	October 13
Automatic Radar Plotting Aids* (ARPA) (*must have radar unlimited)	June 19	June 23
	July 24	July 28
	October 16	October 20
Limited License	May 1	June 23

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	June 12	July 21
	August 28	October 6
Welding	May 22	June 9
	July 31	August 18
	September 18	October 6
	October 16	November 3
Designated Duty Engineer (DDE)	May 15	July 7
QMED	July 31	October 20

Recertification Programs

Steward Recertification	July 10	August 4
Bosun Recertification	October 9	November 3

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

Steward Upgrading Courses

Course	Start Date
Galley Operations/ Advanced Galley Operations (Every week)	June 5, 12, 19, 26; July 3, 10, 17, 24, 31; August 7, 14, 21, 28; Sept. 4, 11, 18, 25; Oct. 2, 9, 16, 23, 30; Nov. 6, 13, 20, 27
	Certified Chief Cook/Chief Steward (Every other week)
	June 5, 19; July 3, 17, 31; August 14, 28; Sept. 11, 25; Oct. 9, 23, 30; Nov. 6, 20

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/ Assistant Cargo (DL)* (*must have basic fire fighting)	May 1	May 19
	May 29	June 16
	July 3	July 14
	July 31	August 11
	September 4	September 15
	October 2	October 13
	October 23	November 3
Basic Fire Fighting	May 22	May 26
	July 17	July 21
	August 14	August 18
	September 18	September 22
	October 16	October 20
Advanced Fire Fighting	November 6	November 10
	May 29	June 9
	Government Vessels	May 8
STCW Basic Safety (refresher)	May 22	June 9
	June 19	July 7
	July 17	August 4
	July 31	August 18
	August 14	September 1
	September 11	September 29
	September 18	October 6
	October 9	October 27
	October 16	November 3
	November 6	November 24
	July 10	July 14
July 24	July 28	
August 7	August 11	
September 4	September 8	
October 2	October 6	
October 9	October 13	
October 30	November 3	
Tankerman (PIC) Barge* (*must have basic fire fighting)	May 22	May 26
	July 24	July 28
	October 9	October 13

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.

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 Lundberg 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.

5/00

Paul Hall Center Graduating Classes



Welding — Members of the engine department earning their certificates of achievement from the welding course on January 28 are (in no particular order) Michael Blue, David Heavey and Jean Horn. Their instructor, Buzzy Andrews, is at the back.



Unlicensed Apprentice Class Graduation — Headquarters Representative Carl Peth (left) administers the union pledge to the unlicensed apprentices who completed the third and final stage of their training program. The proud new book members are (in alphabetical order) Shannon Bonefont, Steven Cook, Jason Dew, Reggie Donaldson, Bobby Ellis Jr., David Green, Blaine Harkins, Romel Holland, Kenneth Jones, Tyler Laffitte Jr., Keolamauloahawaiioloa Mowat, Erik Nappier, Robert Parker, Brandon Scalzo, Europa Tuivaiti and Adam Williams.



QMED — Graduating from the QMED course on April 14 are (in alphabetical order) Joseph Ashworth, Eugene Bedard, George Bixby, Philip Curtis, Robert Flesey, Roy Frett, William Harris, Antonio Jennings, Asher Liss, Dennis Middleton, Vincent Mull, Michael Repko, Daniel Rodriguez, Carlos Sanchez, Gregory Stone, Kim Tye, Benjamin Vernon and Hlawatha Williams.



Chief Cook — Learning some of the finer points in cooking from Chef/Instructor John Dobson (center) are (from left) Susan Moe, Louis Morris, Dobson, James Wadsworth and Christa Arnold.



Government Vessels — Completing the government vessels course on February 18 are (from left, seated) Blaine Harkins, Romel Holland, Reggie Donaldson, Bobby Ellis Jr., (second row) Mark Cates (instructor), Thomas Broberg, Sarah Hansen, David Green, Steven Cook, Shannon Bonefont, Kaid Adam and Jason Dew.



Train the Trainer — To teach any STCW course at the Paul Hall Center, the U.S. Coast Guard requires instructors to complete this week-long course. Conducted by Beth Wroblewski (head of the curriculum development department at Piney Point) last December, the participants learned and discussed different aspects of training. Completing the train the trainer course are (in no particular order) Mitch Oakley, Tami Accardo-Jones, Gregory Thompson, Francis Russell, Robert Russell, Robert Dean Jr., Buzzy Andrews, Jody Scharfenstein, Penny Adams, Ray Adams Sr., Sam Meyers, John Smith, Bernabe Pelingon, Stan Beck, Bill Saul, Joyce Raum and John Hetmanski.



STCW Personal Survival — Upgrading Seafarers recently completing the personal survival requirements for their STCW certificates are (in no particular order) Alvin Moore, Deborah Tate, Edward Wallace, Clifton Washington, Larry Bradley, Edward Pace, Doug Gantenbein, Sidney Jenkins, Cesar Johnson, Joseph Ayeo, Herberd Adolph, Carlos Ebanks, Wilfred Lambey, Ronald Tremble, Carlos Julio, Miguel Rivera, Gary Lamp and Steven Hoskins. Their instructor was Mitch Oakley.

Paul Hall Center Graduating Classes



Galley Operations — Finishing one of the required two-week modules in the galley operations curriculum are (in alphabetical order) Mohamed Ahmed, Terry Allen, Malika Brown, Daniel Dillabough, Roy Jerue, Lisa Kitashima and Thomas Medardo. Their instructor, not pictured, was Chef Ed White.



Welding — Completing the welding course on March 3 are (in alphabetical order) Sotero Berame, Marino Callejas, David Kloss, Rhonda Koski, Conrado Martinez, Faustino Pereira, Lino Remorin and Peter Sternberg. Their instructor, Buzzy Andrews, is in the back, at left.



FOWT — In last month's *Seafarers LOG*, the photo of the February 18 FOWT graduation class was, unfortunately, printed too dark. It is rerun above. The class roster included (in alphabetical order) Antuan Barnes, Shaun Bonefont, Cole Bridwell, Kevin Bullen, Elvin Fentanilla, Timothy Flynn, Manuel Hernandez, Mohamed Jamsheedi, Anthony

Jones, Carlos Majao, Nelson Martin, Calvin McField, John Miracle, Jason Mixson, Alex Oliva, Eldon Palmer, Eric Rodgers, Mark Savage, Lawrence Sherinski, Hector Solis, Samuel Taylor, Mark Vidal, Alexander Williams, Dawn Williams and Jeffrey Wise.

Advanced Fire Fighting

— Earning their advanced fire fighting endorsements on March 17 are (from left, kneeling) Luis Martinez, Donna Jacob-Scott, (second row) William Thomas, Ede DeOliveira, Paul Grant, Austin Howard, Albert Haarmann, Richard Durance, David Heavey, John Wong, Curtis Nicholson Sr., Joel Rosete, (third row) Sarah Hansen, Tim Keller, Anthony Hammett (instructor), Norman Smith, David Campbell, Tommy Cyrus, Bart Bookman, (fourth row) Ben Shupp and Nicholas Vieira.



Paul Hall Center Graduating Classes



Galley Operations — Finishing one of the required two-week modules in the galley operations curriculum are (in alphabetical order) Mohamed Ahmed, Terry Allen, Malika Brown, Daniel Dillabough, Roy Jerue, Lisa Kitashima and Thomas Medardo. Their instructor, not pictured, was Chef Ed White.



Welding — Completing the welding course on March 3 are (in alphabetical order) Sotero Berame, Marino Callejas, David Kloss, Rhonda Koski, Conrado Martinez, Faustino Pereira, Lino Remorin and Peter Sternberg. Their instructor, Buzzy Andrews, is in the back, at left.



Reprinted from last month

FOWT — In last month's *Seafarers LOG*, the photo of the February 18 FOWT graduation class was, unfortunately, printed too dark. It is rerun above. The class roster included (in alphabetical order) Antuan Barnes, Shaun Bonefont, Cole Bridwell, Kevin Bullen, Elvin Fontanilla, Timothy Flynn, Manuel Hernandez, Mohamed Jamsheedi, Anthony

Jones, Carlos Majao, Nelson Martin, Calvin McField, John Miracle, Jason Mixson, Alex Oliva, Eldon Palmer, Eric Rodgers, Mark Savage, Lawrence Sherinski, Hector Solis, Samuel Taylor, Mark Vidal, Alexander Williams, Dawn Williams and Jeffrey Wise.

Advanced Fire Fighting

— Earning their advanced fire fighting endorsements on March 17 are (from left, kneeling) Luis Martinez, Donna Jacob-Scott, (second row) William Thomas, Ede DeOliveira, Paul Grant, Austin Howard, Albert Haarmann, Richard Durance, David Heavey, John Wong, Curtis Nicholson Sr., Joel Rosele, (third row) Sarah Hansen, Tim Keller, Anthony Hammett (instructor), Norman Smith, David Campbell, Tommy Cyrus, Bart Bookman, (fourth row) Ben Shupp and Nicholas Vieira.

