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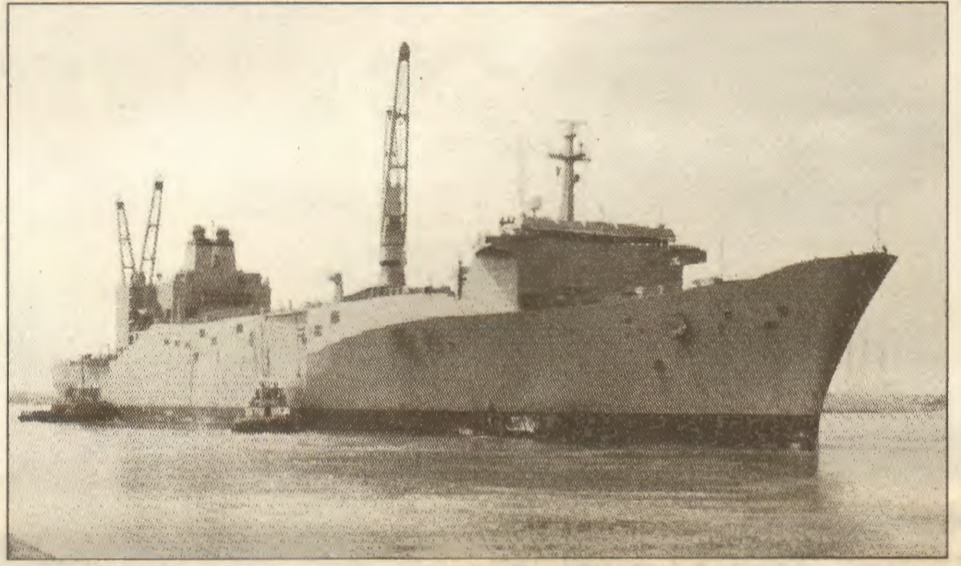
Seafarers Log

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

SIU Makes Big Gains In Fast Sealift Pact

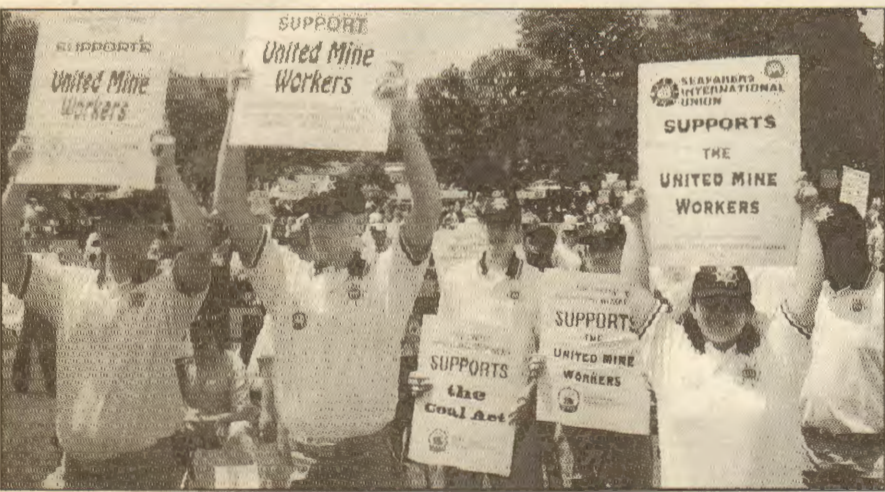


Seafarers on the *USNS Altair* are happy with the new contract. Pictured May 24 aboard the vessel in New Orleans are (from left) AB Robinson Crusoe, AB Tyrone Benjamin, Chief Steward Harold "Mack" Ward, Bosun Morris Foster and OS Edwin Fuller.



The *USNS Capella* is one of eight fast sealift ships being operated by SIU-contracted AMSEA following last month's contract award by the U.S. Military Sealift Command. The SIU made substantial gains in the five-year agreement. Page 3

Joining Forces With Mine Workers



During a demonstration last month on Capitol Hill, Seafarers showed their support for tens of thousands of Mine Workers who are fighting to preserve the health care benefits they long ago were promised by the government. Page 2

New Baltimore Hall Opening This Month

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Navy League President Praises 'Vital 4th Arm'

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3 Seafarers, 4 Dependents Win SWP Scholarships



Seafarer Victor G. Frazier



Seafarer Dana D. Cunningham



Seafarer Neonito S. Sodusta



Chevone C. Hall
Daughter of
Carlton P. Hall



John J. Macom
Son of Earl M.
Macom



Hyacinth Padua
Stepdaughter of
Stephen Avallone



Elizabeth Heath
Daughter of
Donald W. Heath

A panel of educators named three Seafarers and four dependent children of SIU members as winners of the 2000 Seafarers Welfare Plan Scholarships, totaling \$87,000.

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President's Report

U.S. Maritime's History – and Future

Fittingly, the Maritime Day ceremonies conducted last month by the U.S. Maritime Administration in Washington were dedicated to the memory of those mariners who lost their lives while serving their country.



Michael Sacco

The long and proud history of the U.S. merchant marine, particularly the extraordinary sealift effort that made the Allied victory in World War II possible, remains a vital part of our fabric today.

More than 1,200 SIU members perished in World War II. Their names are engraved in a sobering, handsome monument at the Paul Hall Memorial Library in Piney Point, Md.

Those men—and thousands more—braved often-horrific conditions to deliver the goods. From North Africa to Sicily, from Murmansk to the Pacific, from Anzio to Normandy, they voluntarily answered the call—every step of the way.

Overall, more than 200,000 U.S. mariners helped move some 300 million tons of materiel to support the cause. Estimates of their fatalities range as high as 8,000-plus—a casualty percentage second only to that of the Marine Corps.

Of course, their courageous legacy cannot be fully conveyed by statistics. The essence of their contribution and their heroism is better reflected by the survivors' accounts of fiery sinkings, weeks spent in lifeboats, mustering the will to ship out again.

Their stories and their role in history must never be forgotten. As General Dwight D. Eisenhower put it after the war, "Every man in this Allied Command is quick to express his admiration for the loyalty, courage and fortitude of the officers and men of the merchant marine."

But, ceremonies are only one method by which we remember the U.S. merchant marine's contributions to America's national and economic security. Today, the best way we can honor our predecessors is by continuing the revitalization of the U.S.-flag fleet.

Along those lines, there is an excellent column by retired Rear Admiral John R. Fisher, president of the U.S. Navy League, on page 5 of this issue of the *Seafarers LOG*. I urge you to read it and closely examine his advice.

As Fisher points out, the history of the merchant marine is something from which we, as a nation, must take valuable lessons. Foremost among them is that in all future conflicts, sealift will be the dominant means of transport. Equally important, as Fisher writes, "We cannot depend on foreign-flag ships to carry that cargo."

In part, that is why we must build on the momentum that has boosted the U.S. fleet since the mid-1990s. Consider some of the many positive developments in that time: the enactment of the Maritime Security Program, construction of the Double Eagle and millennium-class tankers, new builds and conversions for the civilian-crewed prepositioning ships of the U.S. Military Sealift Command, and containerhips and car carriers reflagging under the Stars and Stripes.

That's not all. The U.S.-flag passenger fleet is primed for major expansion. That growth includes new deep sea and coastal cruise ships being built in American shipyards, plus the reflagging of a modern deep sea passenger vessel from foreign to U.S. flag.

These success stories and others didn't happen by accident. It has taken hard work and unprecedented cooperation from all segments of the industry. It will take more of the same to sustain our momentum.

I'm confident we'll get the job done. I wholeheartedly believe that the young men and women now entering the industry can look forward to a bright future and a lifetime career in the U.S. merchant marine.

Just as the mariners of World War II overcame tall challenges, today's Seafarers are proving the nay-sayers wrong. We're proving that not all of the U.S. merchant marine's finest moments are in the past, because we intend to remain an indispensable part of America's security well into the next century and beyond.

The U.S. merchant marine has been a crucial component of this nation since Revolutionary times. And in all the years since then, one thing hasn't changed and never will: Give us the cargo, and we'll deliver.

Seafarers Back UMWA In Health Care Battle Rally's Focus: 'Save the Coal Act'

Seafarers joined forces with some 12,000 United Mine Workers May 17 during a Capitol Hill rally. The gathering, staged on the west lawn of the U.S. Capitol, marked the latest step in the UMWA's ongoing campaign to protect the lifetime health care benefits of retired coal miners and widows.

The Seafarers' contingent, hailing from the Paul Hall Center for Maritime Training and Education in Piney Point, Md., complemented supporters from across the country who jointly chanted "Keep the Promise, Save the Act" during the course of the proceedings. Clad in white shirts and blue baseball caps bearing the SIU logo, they brandished their signs, which boldly proclaimed, "The Seafarers International Union, Maritime Trades Department-AFL-CIO Supports The United Mine Workers and The Coal Act."

More than 50 years ago, an historic agreement was signed between the Mine Workers and the federal government that created the UMWA Health and Retirement Funds. That pact, known as the Krug-Lewis Agreement, laid the foundation for decades of medical improvements in America's coal fields.

Since then, hundreds of thousands of coal-mining families have enjoyed the promise of lifetime medical care for themselves and their dependents. But today, that pledge is in danger of being broken. Because of a series of court decisions, the self-sustaining financial support for the UMWA Combined Fund that Congress put into place in the 1992 Coal Act has been jeopardized. And unless Congress steps in and once again ensures that the act is saved, nearly 70,000 retirees and widows could lose their benefits.

"We're here to make sure Congress keeps its promise to America's coal miners," UMWA International President Cecil Roberts told the rally participants, many of whom traveled by bus from a dozen states as far as away as Utah and Nevada. "It was very necessary for you to make this trip to make sure that 68,000 persons are not cut off from their benefits."

Several other speakers took turns at the microphone to buttress the sentiments affirmed by Roberts. Among them was AFL-CIO Secretary-



Representing the SIU at the rally were JaFar Gordon, Kenneth Jackson, Antwan Stafford, Beth Ketah, Ibrahim Muhammad, Nathan Jarmon, Sean Fortener, Lewis Amundson, Jacob Soeteber, Kris Fitzpatrick and Kenneth Dyson.

Treasurer and former UMWA President Richard Trumka, who pledged labor's full support.

"We're here today to rally to remind Congress during this election year that we need help, and we need it because our friends are in danger and 70,000 retired miners and their widows are in danger," he said.

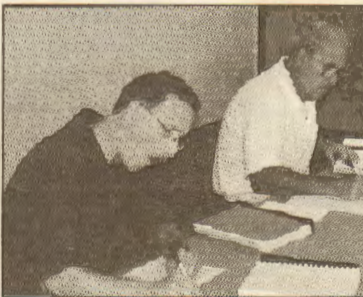
"We rally to remind our elected officials that the Coal Act is a sacred trust forged on the field of battle, and we will fight to save it," Trumka continued. "And we rally to remind our nation that we will win the fight because we are more than just coal miners and our families, we're workers from all walks of life and we're standing together, 40 million strong."

Continued on page 14

Welfare Plan Awards Scholarships to Seven

The Seafarers Welfare Plan has announced this year's scholarship recipients. Selected by a panel of professional educators last month were three Seafarers and four dependents of SIU members.

Victor G. Frazier, who sails as an AB, was awarded a \$15,000



Reviewing the scholarship applications are (top photo, from left) Dr. Henry Toutain, Dr. Trevor Carpenter, (bottom photo, from left) Dr. Charles D. O'Connell Jr., Dr. Michael Glaser and Dr. Charles Lyons Jr.

scholarship. He plans to study finance and international business and possibly earn a law degree as well.

Two scholarships in the amount of \$6,000 each were awarded to deep sea members Dana D. Cunningham and Neonito "Dacu" S. Sodusta.

Cunningham is a graduate of the entry-level training at the Paul Hall Center and completed the steward recertification program there. A member of the Associated Locksmiths of America, he hopes to continue in this field and specialize in safe and bank vault work.

Sodusta already has a Bachelor of Science degree in maritime transportation from the Philippines and is a decorated veteran of the U.S. Navy. A member of the SIU since 1994, he would like to study photography at Tidewater Community College in Virginia Beach, Va.

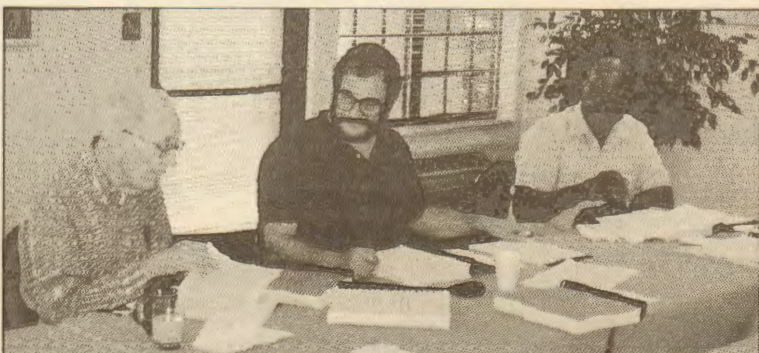
Four graduating high school seniors each were selected to receive \$15,000, four-year scholarships for dependents of SIU members. They are Chevone C. Hall, daughter of Bosun Carlton P. Hall; John J. Macom, son of QMED Earl M. Macom; Hyacinth V. Padua, stepdaughter of Chief Steward Stephen Avallone; and Elizabeth E. Heath, daughter of inland member Donald W. Heath.

This year's selection committee, as in the past, was appointed by the Board of Trustees of the Seafarers Welfare Plan.

The panel was composed of Dr. Michael Glaser, St. Mary's College of Maryland; Dr. Charles D. O'Connell Jr., University of Chicago; Dr. Gayle A. Olson, University of New Orleans; Dr. Henry Toutain of Gustavus Adolphus College in Minnesota; Dr. Trevor Carpenter, Charles County [Md.] Community College; and Dr. Charles Lyons Jr., American Association of College and Universities.

(Unable to attend the meeting in Sedona, Ariz. were Father David A. Boileau, Ph.D., Loyola University; and Dr. Keith Schlender, Medical College of Ohio.)

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



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SIU Achieves Big Gains in Fast Sealift Contract

AMSEA Wins 5-Year Pact for 8 Vessels

The SIU achieved substantial gains in the new contract for eight fast sealift ships awarded last month by the U.S. Military Sealift Command (MSC).

SIU-contracted American Overseas Marine (AMSEA) won the five-year pact with MSC to operate the *USNS Algol*, *USNS Altair*, *USNS Antares*, *USNS Bellatrix*, *USNS Capella*, *USNS Denebola*, *USNS Pollux* and *USNS Regulus*. The transfer of the vessels from Bay Ship Management to AMSEA was expected to be completed late last month.

"The award keeps the jobs on the eight ships with the SIU membership and will continue to provide employment for the next five years," noted SIU Vice President Contracts Augie Tellez. "The contract also provides for excellent gains for the crews, both in full operating status (FOS) and reduced operating status (ROS)."

The agreement calls for significant wage increases. Details were presented to Seafarers during last month's membership meetings and during shipboard meetings with SIU officials.

The contract also provides for Seafarers Welfare and Pension Plans benefits at their top levels, and includes the Seafarers

Money Purchase Pension Plan at 5 percent of base wages.

Aboard the *Altair*, Chief Steward **Harold Ward**, a 30-year member of the SIU, said the new agreement "is a good deal. The benefits are excellent and the Seafarers Money Purchase Pension Plan sounds fantastic. And the wages, of course, are fabulous. It's been well worth the wait."

Ward also cited the revised work schedule and wage categories as highlights.

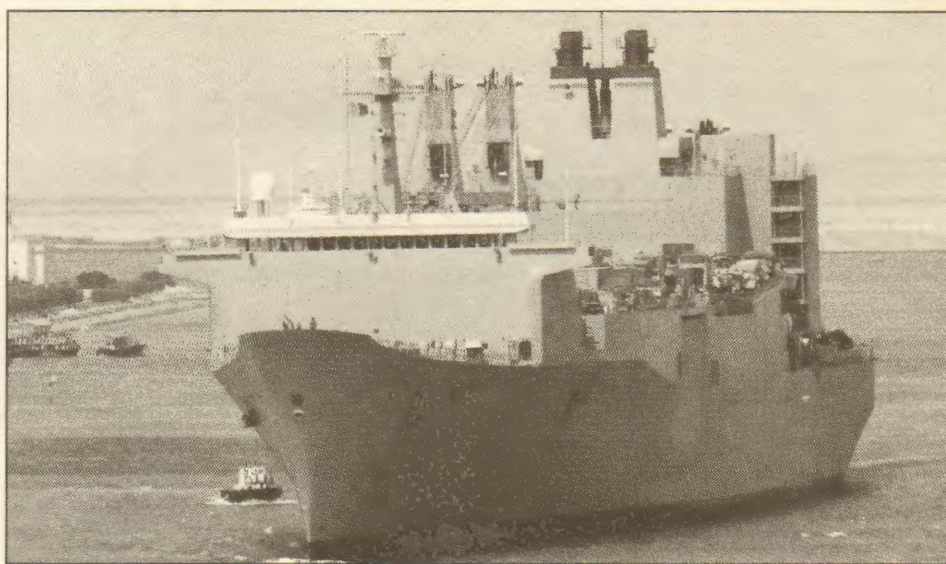
On the *Pollux*, AB **William Talbert** mentioned "better benefits" and the increased wages as two focal points of the pact.

Similarly, Bosun **Walter Loveless** on the *Algol* said, "I'm tickled to death with the new contract. It's a whole lot better pay and excellent benefits. I'm sure I'm speaking for every SIU member on this ship."

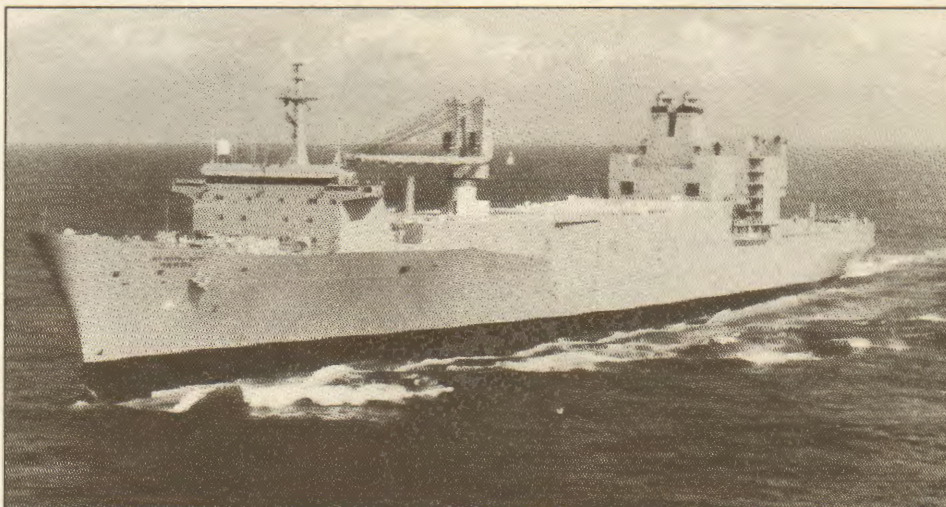
The fast sealift ships (also called SL-7s) are roll-on/roll-off and lift-on/lift-off vessels equipped with cranes and ramps. They are specially suited to transport heavy or bulky materiel such as tanks, helicopters and large-wheeled vehicles.

All were built as container ships for Sea-Land Service and later were acquired and converted by MSC. They can sail at speeds greater than 30 knots.

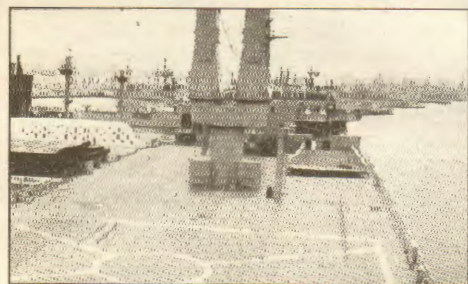
According to MSC, "Ninety-three percent of a U.S. Army mechanized division can be lifted using all eight ships. Seven of the class moved 13 percent of all the cargo transported between the U.S. and Saudi Arabia during and after the Persian Gulf War. Six were activated for the Somalian operation in December 1992 and all have been used in various operations and exercises since then."



SIU crews remain aboard the eight fast sealift ships now operated by AMSEA, including the *USNS Bellatrix* (top) and the *USNS Algol* (below and at left).



AP/Wide World Photos



Herberger Outlines Goals to Strengthen U.S. Fleet

Past MarAd Administrators Urge Action to Promote Merchant Marine

The immediate past head of the Maritime Administration put forward a three-point outline to focus governmental and commercial attention to strengthen the U.S.-flag merchant fleet in the 21st century.

Retired Navy Admiral Albert Herberger was one of five former U.S. Maritime Administrators to speak before the Washington, D.C. Propeller Club during a Capitol Hill luncheon May 9. Each—including Andrew Gibson who served from 1969 to 1972; Samuel Nemirow, 1979 to 1981; John Gaughan, 1985 to 1989; and Captain Warren Leback, 1989-1993—spoke about his term in the office and offered a brief look ahead. The quintet was introduced by the present administrator, Clyde Hart.

Herberger, who was at the helm when the Maritime Security Program became law in 1996, devoted his remarks to where the fleet and the industry must go in the coming years.

The Kings Point graduate and former merchant marine officer stated there is an increasing national defense role for the commercial industry, there are new opportunities for domestic coastwise trade and there must be stronger federal assistance for the fleet.

National Security

"The commercial merchant marine represents a cost-effective way of providing logistic supplies," Herberger pointed out about the U.S.-flag merchant fleet carrying needed military goods to U.S. troops around the world.



Five previous U.S. Maritime Administrators join the present head of the Maritime Administration, Clyde Hart (third from left), at a Capitol Hill luncheon to discuss the future of the U.S.-flag fleet. From the left are John Gaughan, Warren Leback, Hart, Albert Herberger, Andrew Gibson and Sam Nemirow.

He added that investment must be brought into the industry so new ships will be built. One of the key components for that investment is the ever-growing role of the merchant fleet in national security.

"Look at it objectively. There is not a more cost-effective way. It's a bargain! Any support that can be given to the commercial sector for national security reasons is valid!"

Coastwise Development

Herberger then told the audience that the coastwise trades could see a major resurgence as the nation's highways and railroads get more and more crowded. He noted America started as a waterborne nation and could return to its roots if predictions hold true that there could be an additional 10,000 trucks delivering cargo daily in 10 years.

"The waterborne alternative is the only viable way to start look-

ing at it."

He stated truckers, rail and shipping could all benefit by working together.

Federal Assistance

Finally, the administrator from 1993 to 1997 cited the need for the maritime industry to emphasize what it does for national security to acquire more government attention and federal assistance. He noted the merchant fleet is needed to maintain America's role as the world's greatest trading nation.

"Is the maintenance of a U.S. maritime capability as a key component also important?" Herberger asked.

He informed the Propeller Club that the Defense Department provided a subsidy of \$855 million to ease the merger of defense contractors Lockheed and Martin Marietta. The figure is almost the same amount authorized for the 10-year Maritime

Security Program.

"How important is it—as the result of government assistance—that U.S.-flag vessels are crewed by skilled U.S. mariners who are available in emergencies to man not only the commercial fleet, but also the government-owned strategic sealift vessels?"

Herberger urged the audience to work hard to promote the U.S.-flag fleet so it will continue to grow to meet the new challenges of the coming years.

Other Administrators

Andrew Gibson, who served as administrator when the 1970 Merchant Marine Act was enacted, called the present fight for the U.S.-flag fleet "a critical moment . . . worthy of more than a passing interest."

Sam Nemirow said the industry must be placed on a sound basis in order to compete with international competition. He added Congress and the administration must work to pass legislation with a longer commitment to the fleet than the 10 years authorized in the Maritime Security Program.

Citing section 101 of the 1936 Merchant Marine Act, which called for the U.S. to foster the development of a U.S.-flag fleet, John Gaughan stated, "We need to find a solution. We need to hold government accountable. This can't be done on the cheap."

In conclusion, Warren Leback reminded the group of the time it took to pass previous maritime measures and that action for new legislation must get under way.

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

RRF Award Challenged

The U.S. Maritime Administration (MarAd) last month awarded five-year contracts for the maintenance and operation of 74 Ready Reserve Force (RRF) ships, but several companies subsequently challenged the awards.

As a result, the existing contracts have been extended for 90 days, MarAd announced May 16.

A MarAd spokesman said the agency "received notification that . . . bid protests were filed with the General Accounting Office."

The original assignments saw 45 vessels awarded to SIU-contracted companies. For those 45 ships, the SIU secured substantial wage increases, plus an additional pair of wage increases retroactive to 1998 and 1999, respectively.

Further details will be published in an upcoming issue of the *Seafarers LOG*.

Union Names Lakes VP: T. Orzechowski

The SIU executive board last month named Tom Orzechowski as vice president of the union's Lakes and Inland Waters District.

Orzechowski succeeds Byron Kelley, who retired (see page 5).

A native of Camden, N.J., Orzechowski graduated from the trainee program at the Paul Hall Center for Maritime Training and Education in 1991. He sailed in the deck department, both in the deep sea and inland divisions.

In 1996, he was elected SIU port agent in St. Louis. Two years later, he was elected vice president of the SIUNA-affiliated Seafarers Entertainment and Allied Trades Union.

Orzechowski has extensive experience as an organizer,



Tom Orzechowski

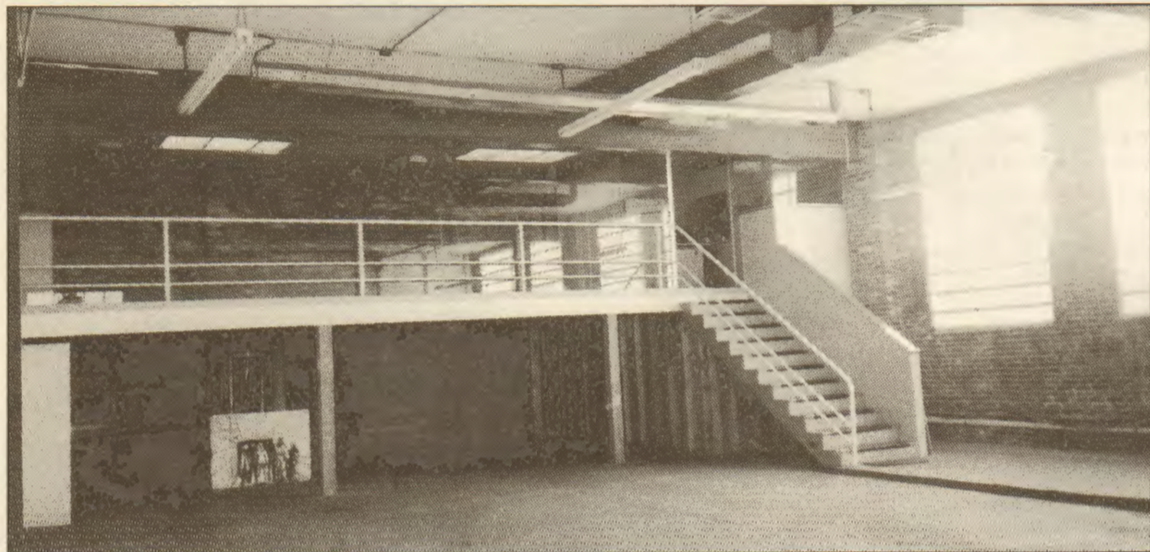
including sailing aboard organizational-status vessels.

SIU Makes It to the Show



The SIU and one of its affiliated unions, the United Industrial Workers (UIW), shared a booth last month at the annual AFL-CIO Union Industries Show. This year's event took place May 5-8 in Milwaukee and attracted hundreds of thousands of guests. Above, pictured at the SIU-UIW booth are (from left) AFL-CIO Maritime Trades Department Exec. Secretary-Treasurer Frank Pecquex, UIW National Director Steve Edney, Glass and Pottery Workers President James Rankin, SIU President Michael Sacco, UIW Great Lakes Region VP Bill Dobbins and SIU Headquarters Representative Leo Bonser. Below, visiting the SIU-UIW display are (from left) AFL-CIO Secretary-Treasurer Richard Trumka, AFL-CIO President John Sweeney, Dobbins, Pecquex, AFL-CIO Union Label and Service Trades Department President Charlie Mercer and Edney. Bottom, guests check out the numerous displays of union-made goods and services.

Photos: Ray Crowell/Page One



The new Baltimore hall, slated to open by month's end, is located at 2315 Essex Street. Renovations to the former art studio will include (top left) replacement of the bay door with glass panels and a double front door. The brick building is situated in Canton.

New Hall to Open in Baltimore SIU's Guam Office Is Fully Operational

The SIU plans to open its new hall in Baltimore by the end of the month. Refurbishment of the facility, located at 2315 Essex Street in the Canton section of town, is expected to be finished by mid-month. The union will complete transfer of its operations from 1216 East Baltimore Street during the following week or so.

The telephone number for the new Baltimore hall will remain the same: (410) 327-4900. Seafarers who utilize this hall are asked to stay in touch with the staff for an exact opening date.

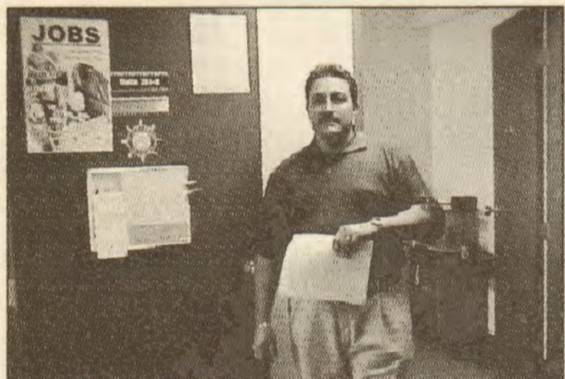
Formerly an art studio, the Essex Street building represents a significant improvement compared to the hall on East Baltimore Street.

"It will be very user-friendly for the membership," noted SIU Baltimore Port Agent Dennis Metz. "It's in a better area of town and it's something everyone in the SIU can be proud of."

Baltimore's will be the second new hall opened this year by the SIU. In April, the union opened an office in the U.S. territory of Guam.

SIU Guam Port Agent Matt Holley reports that the hall there "is fully up and running and already has been used by a lot of members. The feedback has been very positive."

The Guam hall is located at Sunny Plaza, 125 Tunjesus Crisostona Street, Suite 301-E.



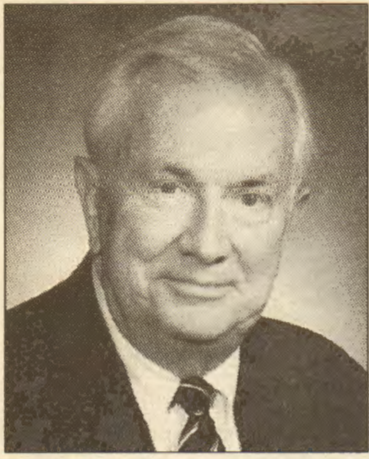
SIU Secretary-Treasurer David Heindel greeted Seafarers last month at the SIU hall in Guam.



Port Agent Matt Holley and Francis Booker handle the day-to-day operations at the Guam hall.



Prospective unlicensed apprentices Jesse Anthony (right) and Pua Crisostomo-Kaaihue apply for the Paul Hall Center for Maritime Training and Education's entry program at the Guam hall.



John R. Fisher

Editor's note: In the May issue of Sea Power magazine, Rear Admiral John R. Fisher, national president of the Navy League of the United States, describes America's need for a strong U.S.-flag merchant marine. His column is reprinted here.

The Vital Fourth Arm

In the Foreword to our January 2000 "Almanac" issue of *Sea Power*, I noted that "Very few Americans realize how dependent the United States is on the U.S.-flag Merchant Marine for national defense and its continued economic well-being." That comment is worth repeating, and expanding upon, as Navy Leaguers and other supporters of a strong U.S.-flag fleet observe "Maritime Month" this May in numerous special events both in Washington, D.C. and elsewhere throughout the country.

From the Revolutionary War to and through Desert Storm,

Navy League President Cites Need For Strong U.S. Merchant Marine

America's Merchant Marine served as an essential partner of the U.S. Navy, earning the unofficial but well-deserved title of "the vital fourth arm of national defense." As has been the case with the nation's armed services that it served so well and so gallantly, however, the Merchant Marine is almost always neglected in times of peace. Our grateful but perennially forgetful nation always takes for granted that in times of future conflict there will be enough time to rebuild the Merchant Marine to the number of ships needed, and enough trained American seafarers to man those ships.

Those careless and militarily dangerous assumptions may have been partially valid even as late as the beginning of World War II, but not since then, and are demonstrably not true today. Consider the following:

- German submarines sank more than 20 million tons of U.S. and Allied shipping in World War II, and came within a hair of winning the Battle of the Atlantic—and, therefore, the war—for Adolf Hitler. The U.S. Merchant Marine had a higher per capita casualty rate than any of the nation's armed services in the first two years of fighting.

- Less than 10 years ago it took the greatest sealift effort in

all history for the United States and its coalition partners to defeat Iraq, a third-rate military power. In that conflict the United States possessed almost total control of the sea and was able to safely offload almost 10 million tons of cargo in the modern ports of Saudi Arabia—but had to charter foreign-flag ships to transport more than 20 percent of that cargo. Of much greater importance: Many of the U.S. seafarers, including some WWII veterans who manned the U.S.-flag ships in the Gulf War, had to come out of retirement to answer their country's call. Appropriately, they were the only civilians to march in the Desert Storm victory parade in Washington.

- If the U.S./NATO air war against Serbia last year had required the commitment of ground forces, Navy officials have stated, the result might well have been a "logistics nightmare" and, rather than total victory, a total debacle instead.

A careful reading of history shows that there are several lessons to be learned from the preceding and other conflicts. The first is that in all future war threatening U.S. interests overseas, 95 percent or more of the supplies and equipment needed by our air and ground forces in the combat zone will have to

come by sea. The second is that we cannot depend on foreign-flag ships to carry that cargo. The third is that, because of the pace of modern warfare, the U.S.-flag sealift ships and American seafar-

Maritime Day activities in Washington, DC took place too late for the Seafarers LOG's June printing deadline. Full coverage of those ceremonies will be included in the July issue.

ers available at the start of conflict cannot be substantially augmented in any way.

What can, and should, we as a nation do to ensure the availability of enough sealift ships and crews for the foreseeable future? Several things, as Rep. Herbert H. Bateman, chairman of the House Merchant Marine Panel, points out in an interview in this issue of *Sea Power*: (1) Extend and probably expand both the maritime security program and the prepositioned ship program; (2) Significantly increase the funding available for shipbuilding under the Title XI loan-guarantee program; and (3) Develop, promote, and implement policies that make it possible to once again build ships "of every variety"—commercial as well as

naval—in American shipyards.

"If we lose our ability to build ships," Chairman Bateman further points out, "we lose our capability to sustain ourselves as a maritime power." I concur wholeheartedly in that appraisal, and in his assessment of what should be our immediate maritime priorities.

After these crucially important short-term actions are taken, though, we also should develop, and quickly implement, longer-term plans and policies to ensure that the U.S.-flag merchant fleet is no longer what it now is, the Achilles' Heel of national defense—but once again resumes its rightful role as the Vital Fourth Arm.

In the long run, of course, it will be up to the American people, in a very real sense, to determine whether we want to be—or even deserve to be—a true maritime power in the brave new world of the 21st century.

John R. Fisher
National President

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SIU Lakes VP Kelley Retires

Former Tug Capt. Logged Half-Century of Service



Kelley addresses the 1993 convention of the AFL-CIO Maritime Trades Department.

After 50 years of making his living in the maritime industry, SIU Vice President Lakes and Inland Waters Byron Kelley has retired.

The son of a tugboat captain, Kelley started sailing in 1951. He served four years in the U.S. Coast Guard (1953-57) before rejoining the ranks of the merchant marine, where he earned licenses as a tugboat captain and pilot.

Kelley, 67, often sailed on vessels operated by Great Lakes Towing or Dunbar and Sullivan Dredging. The Michigan native came ashore in 1973 to work for the SIU and became a fixture in the Great Lakes region. He served the last 11 years as vice president of the SIU's Great Lakes and Inland Waters District. Earlier, he worked as an SIU representative, safety director (1983-89) and

assistant vice president (1989).

"Byron took his work very seriously, and that benefited the membership. He was a dedicated official," stated SIU President Michael Sacco.

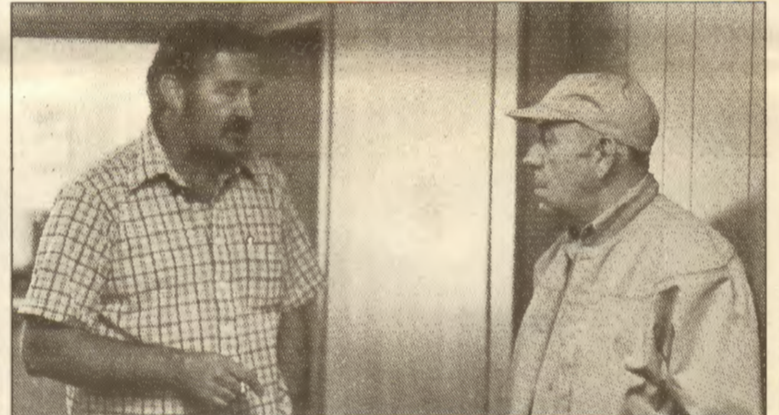
Kelley cited the overall progress of the U.S. merchant marine as his career highlight.

"It sounds cornball, but what I enjoyed the most was seeing the comfort of the working guy improve to the point where they make a damn good living," Kelley recalled. "When I started sailing, if you got a 2-cents-an-hour raise, that was something. Today, it has evolved and become a job to be proud of. Here on the Lakes, the money and the benefits through the SIU are such that the members don't want to give them up. So, my ability to help through the negotiating process is probably my greatest source of pride."

George McCartney, retired SIU vice president West Coast, credited Kelley with being "very reliable and accurate. He was always well-informed and on the ball."

Ed Hogan, vice president of SIU-contracted Hannah Marine, said Kelley "always did a good job for his people, really hustled for them. But he was decent for us to work with, too."

Ed Coffey, business representative for the Greater Detroit AFL-CIO Building and Construction Trades Council, said Kelley is "a hell of a good trade unionist. He got involved with us through the Michigan Maritime Trades Port Council, and we're proud of our association with the Seafarers. . . . You knew when he was talking, it was time to listen."



After more than 20 years sailing in the deck department, Kelley came ashore in 1973 to work for the SIU. Above, Kelley (left) chats with Seafarer W. Adamek in 1978 at the old SIU hall in Detroit. Below, Kelley surveys the icy conditions outside the hall in Algonac, Mich.



More than 200 well-wishers—including dozens of political figures—joined Kelley for a combination birthday-retirement party April 16 in Allen Park, Mich. Among those attending were U.S. House of Representatives Minority Whip David Bonior (D-Mich.), U.S. Rep. John Dingell (D-Mich.) and numerous state officials.

Also participating were Richard Cordtz, president emeritus of the Service Employees International Union; Edgar Scribner, retiring president of the

Detroit Metropolitan AFL-CIO; Patrick Devlin, head of the Greater Detroit Building and Construction Trades Council; and others.

Despite retiring, Kelley said he will remain active in the labor movement. He is vice chairman of the Detroit and Wayne County Port Authority, president of the AFL-CIO Labor's International Hall of Fame, and serves as a consultant to the Detroit Metropolitan AFL-CIO, among other endeavors.

"I can be of service to the movement in several capacities," he noted. "I'm not going to get bored, by any means."

See related story, page 4

Crowley Seafarers Complete Tailor-Made STCW Training

School Helps Licensed Mariners Meet Requirements of Amended Convention

Although many of the courses at the Paul Hall Center for Maritime Training and Education are geared toward helping unlicensed mariners meet the requirements of the amended STCW convention, the school also provides similar instruction for licensed Seafarers.

With that in mind, nine licensed SIU members who sail with Crowley Maritime Services recently completed two weeks of U.S. Coast Guard-approved, STCW-related courses at the Paul Hall Center, located in Piney

Point, Md. Their curriculum included advanced fire fighting, hazardous materials (HAZMAT) recertification, STCW basic safety, CPR and first aid.

Finishing the classes April 28 were SIU members **Homer Roberson, Anthony Morgan, Miguel Vasquez, Roger Horton, John Salmon, Bruce Brumback, Bill Smith, Willie Gardner and Paul Fuller.** These Seafarers sail from the Gulf Coast region, primarily Lake Charles, La. and Houston.

The two-week session at Piney Point was crafted following meetings between Crowley representatives and school officials. The Paul Hall Center honored the company's request to help its crews fulfill multiple STCW requirements in one uninterrupted stretch of training.

"We understandably have concentrated most of our efforts the last few years on unlicensed (training), but many SIU members sail licensed on limited tonnage vessels," said Bill Eginton, director of vocational education at the Paul Hall Center. "In some cases they have to meet additional STCW requirements."

For instance, according to the Coast Guard, the requirement for a master's license for 500 or 1,600 gross tonnage on ocean or near-coastal waters may include automatic radar plotting aids (ARPA), global maritime distress systems (GMDSS), bridge team-

STCW Info. on the Web

The U.S. Coast Guard maintains a comprehensive web site covering STCW. It can be found at:

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

That site and others of potential interest to Seafarers are linked at the SIU's web site:

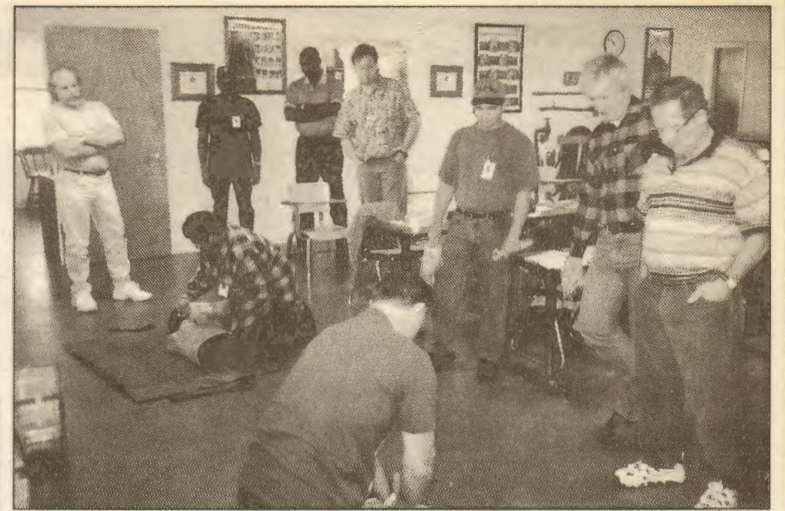
<http://www.seafarers.org>

work, advanced fire fighting, STCW basic safety, and survival craft and rescue boat. The requirement for engineering officers' licenses—including designated duty engineer (unlimited hp), chief engineer (limited oceans) and assistant engineer (limited oceans)—comprises first aid and CPR, advanced fire fighting, STCW basic safety, and survival craft and rescue boat.

The Crowley crews—and other SIU-contracted companies that traditionally operate in coastal waters—are subject to STCW regulations once they go beyond the 12-mile U.S. boundary line.

"We may sail on tugboats, but we're not just inland. I recently made a trip to Africa," noted Gardner, who sails as a chief engineer.

He said the Paul Hall Center training, including hands-on instruction at the Joseph Sacco Fire Fighting and Safety School, proved worthwhile, "especially water survival. We also fought all kinds of fires, different types. I never had done that before, so it was an experience."



The Paul Hall Center's two-week training for Crowley crews included a mix of hands-on instruction (top) and classroom studies (below).



Students said the fire fighting training proved very worthwhile.



Miguel Vasquez learns CPR skills as part of his STCW training.



SIU Asst. VP Contracts George Tricker (left) and Crowley Maritime Services Director of Marine Operations Ed McCain discuss STCW requirements with crews from the Gulf Coast region.

Smith, a captain, said he appreciated the chance to meet numerous STCW requirements in a fairly short time.

"I'd recommend to other members who need this training, to come up here and do it—get [the requirements] out of the

way," he said. "Just be serious about it, because it's a serious school. Don't think you're going to come here and party. Nobody's going to give you anything."

Smith added that the fire fighting and water survival components were particularly useful.

Getting Lots of Practical Experience



Maxwell Hassell-EI, a student in the chief cook course at the Paul Hall Center, enjoys the hands-on approach to cooking. The upgrader, who sails from the port of Norfolk, Va., believes "the instructors at the school are truly interested in the students' welfare."

No Beefs Between Steward, Captain



Who says unlicensed mariners and officers can't get along? Chief Steward Michael Kozak (right) and his wife, Kimberly Borges—who sails as a captain with the American Maritime Officers—report smooth sailing since their marriage in February 1999. SIU President Michael Sacco chatted with them after the May membership meeting in Piney Point, Md.

14 Bosuns Earn Recertification

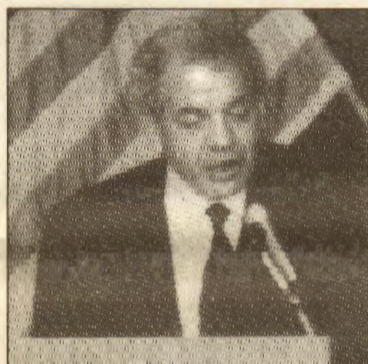
Many Commend Paul Hall Center for Progress

A seasoned group of SIU members last month became the union's newest recertified bosuns, following their completion of the top curriculum available to deck department Seafarers at the Paul Hall Center for Maritime Training and Education.

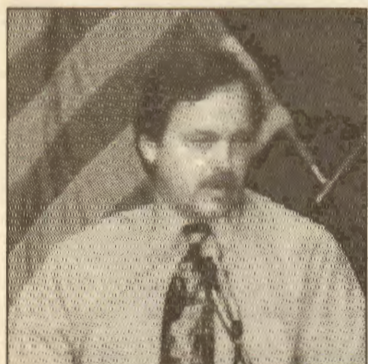
Graduating at the Piney Point, Md. school May 8 were Rickie Burgess, David Campbell, Arthur Cross, Bernard Hutcherson, David Kalm, Steven Ledermann, Jeffrey Libby, Robert Lindsay, Paul "Blackie" Matsos, Thomas Minton, John Mossbarger, Johnny O'Ferrell, Daniel Ticer and Robert Wilson. (O'Ferrell successfully completed the class but left to catch a ship before the graduation ceremony.)

In remarks at the meeting, the bosuns commented on various aspects of the school and the union.

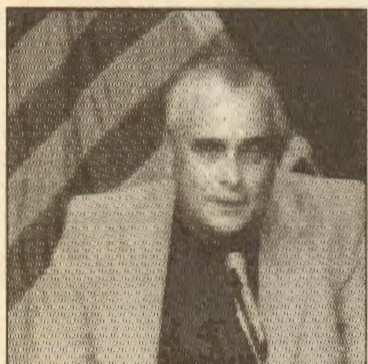
"I was overwhelmed to find out just how many people work in the political arena to keep this industry alive," observed Minton,



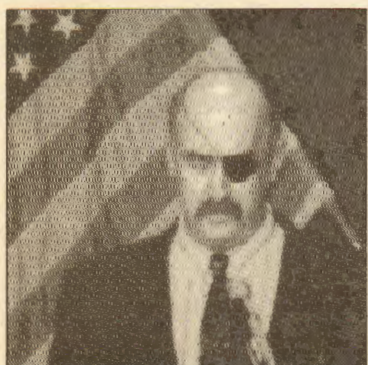
Paul Matsos



John Mossbarger



Thomas Minton



David Campbell



The union's newest recertified bosuns are congratulated by SIU officials following last month's membership meeting in Piney Point, Md. Pictured from left to right are (kneeling) Daniel Ticer, Rickie Burgess, (standing) SIU Plans Administrator Lou Delma, Bernard Hutcherson, David Campbell, SIU Asst. VP Contracts George Tricker, Robert Lindsay, Arthur Cross, SIU VP Contracts Augie Tellez, Steven Ledermann, John Mossbarger, David Kalm, Paul Matsos, Robert Wilson, Jeffrey Libby, SIU President Michael Sacco, Thomas Minton and SIU Secretary-Treasurer David Heindel.

who joined the SIU in 1968. "I now know more about the industry, so I can answer questions and do my job as ship's chairman much better than before."

"I feel that with the hard work (SIU President) Mike Sacco and (SIU VP Contracts) Augie Tellez and, for that matter, everyone in the Washington political (field) are doing, we are in for exciting times and a bright future."

Campbell, an SIU member for 26 years, encouraged his fellow members to "stick with it and good things will happen to you. The SIU has always been a good deal."

He also pointed out that in this federal election year, "Whoever's going to help us in maritime, that's who to vote for. Remember also to contribute to SPAD."

Lindsay complimented his classmates, Paul Hall Center staff and SIU headquarters officials for helping provide a valuable course. A 10-year member of the SIU, he listed contract issues, the AFL-CIO Maritime Trades Department's role, the operation of the Seafarers benefits plans and the importance of SPAD as some of the highlights.

"It was a good experience and I met a lot of nice and helpful people," Lindsay said. "There are a lot of opportunities in this union.... I'd also like to thank the SIU staff in Norfolk (Va.) for being so helpful."

Wilson said he hadn't attended the school since 1979, and he was pleasantly surprised at its progress.

"I wasn't impressed in 1979. Now, I am," he said. "The teachers care, they want each student to achieve high levels of knowledge in each course. We had fun,

too. I recommend all members upgrade."

He added, "The progress of the SIU is not by chance. A plan has been set to assure all SIU members employment with better benefits and pay on the horizon."

A frequent upgrader who joined the union in 1978, Hutcherson identified computer training as a course highlight.

"I would recommend to any Seafarer to upgrade," he stated. "Upgrading is advancing yourself. I've always enjoyed this school. It's very rewarding."

In a brief but emotional address, Ticer emphasized his feelings about the Brotherhood of the Sea.

"I'm talking to you from my heart. This is my family, my house," he said, gesturing toward the audience. "Support this thing and it'll keep working."

For Ledermann, bosun recertification marked his eighth time upgrading at Piney Point.

"I joined in 1969 as a trainee, and every time I come here, it gets a little better," he said. "Mike Sacco and (Paul Hall Center VP) Don Nolan make it better, and I thank them for giving us this opportunity."

Mossbarger said he appreciated the chance to interact with his classmates.

"That was a highlight, rubbing shoulders with the other bosuns," he noted. "We usually don't get to see each other, because we're at sea."

He also credited the union's officials for "great leadership. Our officials stay on top of the industry and instigate change in the industry. It's to our benefit."

Matsos said that, through the SIU, "I've always had a job and

always done well. I thank the SIU and the whole staff, from the president down. It's nice to be here, but I'm ready to go back to work!"

Addressing the unlicensed apprentices in the audience, he added, "Ask questions. I joined in 1956 and I still ask questions."

Burgess also spoke to the apprentices. "You can get anything you want, as long as you work at it. And when it comes to politics, remember we're all about maritime."

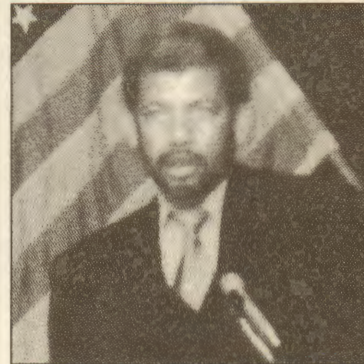
A Seafarer since 1979, Kalm noted the improvements in the Paul Hall Center's facilities and curriculum.

"The school's been really great and it's come a long way. It's something for all of us to be proud of," he said. "There are a lot of unions, but none can match us with this school."

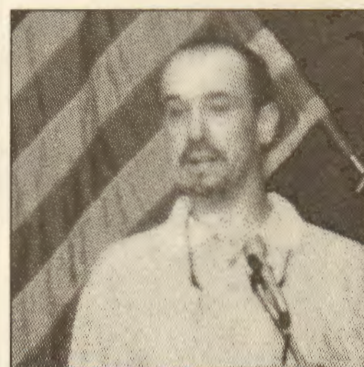
Both Cross and Libby thanked the school staff and encouraged the apprentices in their studies.

Because the bosuns also completed the school's STCW basic safety course, they finished a total of seven weeks of studies at Piney Point. Combining practical and classroom instruction, they covered topics such as wire splicing, navigation, damage control, forklift handling, Hagglund crane operations, fire fighting, first aid and CPR, and many others.

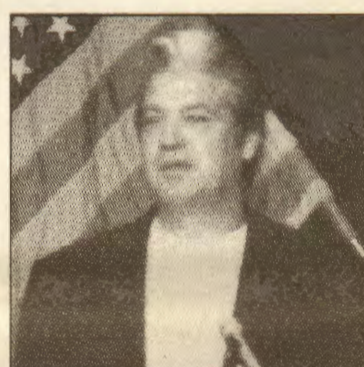
Additionally, they were updated by Sacco and Tellez on the union's latest efforts to ensure job security for all Seafarers. They also met with representatives from the AFL-CIO Maritime Trades Department and the union's communications staff.



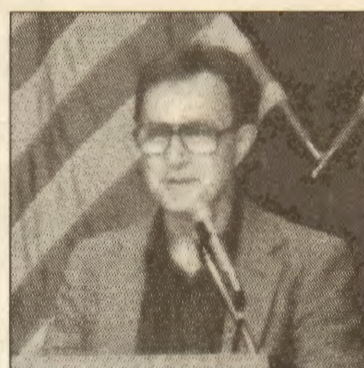
Bernard Hutcherson



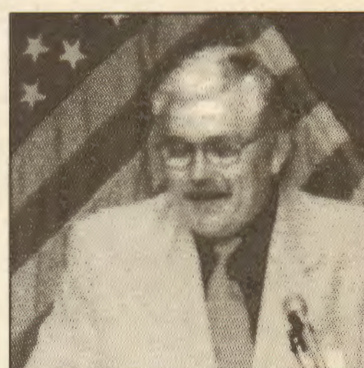
David Kalm



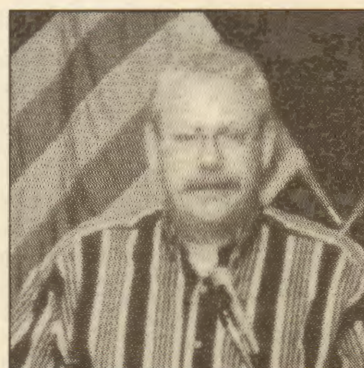
Jeffrey Libby



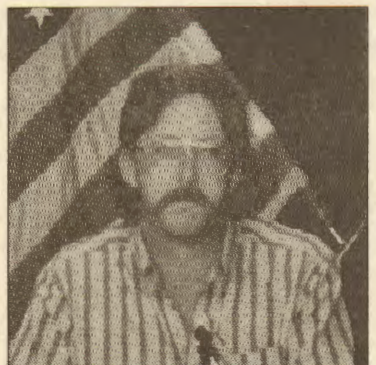
Robert Wilson



Rickie Burgess



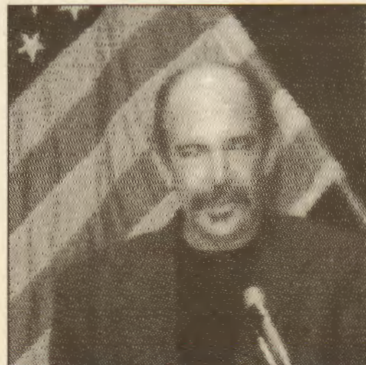
Arthur Cross



Daniel Ticer



Robert Lindsay



Steven Ledermann

Engine Simulator Will Aid Paul Hall Center's Training

New Tools to Help With STCW Compliance

The schooling of engine department personnel at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. will receive a boost beginning this fall, thanks to the addition of a state-of-the-art engine room simulator (ERS).

Slated to be housed in the center's completely refurbished Lindsey Williams Building, the ERS is one of four new simulators that will be installed in the school's classrooms. The ERS will consist of a two-stroke and

four-stroke slow speed and medium speed propulsion diesel, a 600-psi main propulsion steam and turbine simulator, and a gas turbine simulator. It will be utilized for teaching engine room watchkeeping personnel how to properly operate a ship's propulsion and electrical power plants.

The other simulators will be for training in shiphandling, crane operations and liquid cargo procedures.

Energized about the new equipment and its array of appli-

cations, J.C. Wiegman, assistant director of vocational education at the center, said the learning tools will help provide unprecedented realism.

"Up until now, (some) students have had to rely exclusively on classroom lectures for training," he continued. "With the addition of this simulator, we can now provide them with hands-on experience which ultimately translates into a better trained student."

In compliance with revised STCW 95 Convention and Code requirements, the new ERS will allow Paul Hall Center instructors to conduct three-level training for new personnel. These levels are:

- **Entry level**—familiarization. This level is designed for the study of the structure and operating principles on the machinery and related systems.
- **Standard level** (for FOWT/QMED ratings)—standard operation and watchkeeping.
- **High level** (for licensed engineers)—advanced operation and troubleshooting.



The engine simulator features the most modern technology.

In addition to making the three-level training available for instructors, a milestone in the center's curriculum, this cutting-edge technology will facilitate assessment of student competence. This feature is deemed particularly beneficial during certifications and the recruitment of new engine department personnel.

As an example, the ERS can simulate operations during emergencies. This capability will permit training in troubleshooting to be conducted.

A malfunction scenario, prepared in advance by instructors, can be included in the exercise. From the instructor workplace, the scenario can be edited on-line for each trainee. Similarly, failures of machinery can be entered, levels in the tanks changed and

orders given from the bridge imitated.

Instructors also can prepare arbitrary start situations, assign each student an individual exercise, or give the same exercise to the entire class. Twelve students can be put through simulated exercise paces at the same time.

The simulator will make it possible for instructors to:

- Freeze situations at any juncture for the purpose of additional discussion.
- Record the sequence of actions and events of each trainee, and
- Replay recorded classes on real, fast and slow time or in a step-by-step mode.

The ERS can also be used in conjunction with bridge resource management and engine room resource management.



Construction continues on the new Paul Hall Center building that will house simulators for shiphandling, engine room operations, crane operations and liquid cargo procedures.

Apprentice Program Gives 'Second Chance'

Shavies Grateful for Opportunity at Paul Hall Center

Five years ago, Shauntay Shavies could only envision his future through dreams and make-believe images. He was uncertain about where he was going as well as how he would get there. At that juncture, he was repaying society for a wrong turn he had made as a youth.

Life had not been especially kind to the then troubled and misguided 15-year-old. He had not experienced the security that normally correlates with happiness during childhood. His sense of worth was fictional. His aspirations for success were clouded by an absence of purpose. Desperate to replace these voids with closeness and a feeling of belonging, he turned to street gangs.

Change of Life

That was then. Nowadays, life is very different for the 21-year-old Tacoma, Wash. native. His demeanor, values and entire approach to existence have undergone a dramatic reformation. Currently enrolled in the third and final phase of the unlicensed apprentice program at the Paul Hall Center for Maritime Training and Education, Shavies looks forward to being a productive part of society and earning a respectable living.

"I look at being here (the school in Piney Point, Md.) as being given a second chance, and I plan to make the most of it," he said. "I now have a future and no longer have to worry about living day to day."

Perhaps his day-to-day living conditions led him toward his indiscretions as a minor. Shavies is the second of four siblings who was raised entirely by his mother. A single parent, Tamra Shavies spent her days and nights working to provide for her children.

"My mother did everything she could for me and my brothers," Shavies recalled. "She worked two jobs and basically gave us what we needed to survive. We never got anything fancy like some kids did. And that really made me mad because for some reason, that was not enough for me. I always wanted more."

"Like every good parent, though, my

mom tried to keep us out of trouble," he continued. "She taught all of us the difference between right and wrong, but I was the kind of kid that had to learn the hard way . . . from experience. I never believed anything until I experienced it on my own. I had to prove things to myself."

Such "proof" often was gained at the expense of others. He became involved in gangs at an early age. By joining a gang, he sought to secure those things that he longed for yet never realized he already had in his family life. In his estimation at that time, the gang afforded such things as caring, sharing, unity, guidance and—perhaps most importantly—loyalty.

"I got involved with the street and gangs early in my life, because I had no father figure around," Shavies said. "I joined because it made me feel like I belonged and could be myself. I thought that the gang would give me all of the things I did not have at home."

All of his expectations were met and surpassed initially, but the gang's appeal eventually subsided. As a result, Shavies sometimes reassessed his involvement.

"In gangs, everybody has a job to do based on what they do best. They (gangs) are not just made up of young people and teenagers; you also have older people who run things, they are almost like parents," Shavies said. "And I understood that part of it. But I had a hard time handling how someone could say that they loved you on the one hand and beat the hell out of you at the same time for whatever reason."

"I guess the part that hurt me most, though, was when I discovered how quickly the people that I used to hang out with in the streets would desert me," Shavies said. "It's not a good sensation to feel deserted, forgotten about, or to have people who you think are your friends turn their backs on you. I guess they were not really my friends and they did not really care about me that much either."

Through it all however, there was at least one constant in Shavies' life which remained loyal and unshakable—his mother. She never gave up on her son or

compromised her faith in him.

"My mom was my only real friend. She always supported me and gave me encouragement," Shavies said. "She was always there for me and I thank God for her."

"People say that it takes something dramatic or significant to wake someone up," he continued. "When I looked at people around me and thought about them and their futures, I didn't like what I saw."

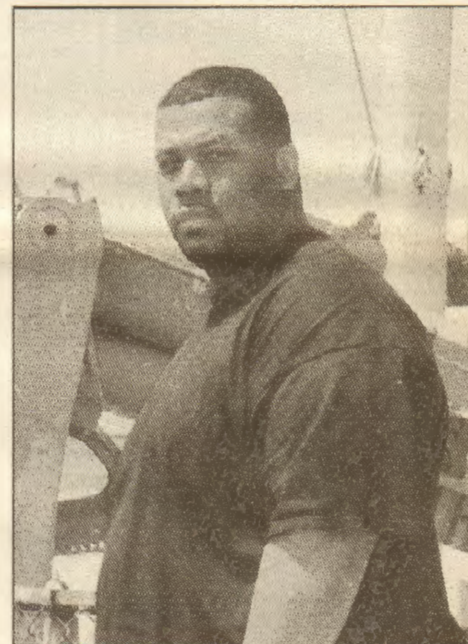
"I found out that a close friend of mine would never get out of jail and it scared me to think that I could end up just like him if I didn't change. I now know that through faith and belief in yourself, anything is possible."

Shavies' newfound hope and belief in himself paid dividends in 1996 when he earned his GED. Two years later, he regained his freedom. Life had new meaning and purpose. He could now assertively let go of his past and get on with his future. For the next six months, he worked in various capacities under a work release program.

After completing the work release program in March 1998, he sought the advice and guidance of counselors who helped him maintain his focus. Over the next 12 months, Shavies contacted more than a few agencies. He sought employment opportunities and any "breaks" along the way that would aid him as he traveled the long road back to a normal existence. He worked at a food processing plant, drove a forklift and was employed as a janitor.

Getting a Break

Then came the break he had been awaiting. He entered the first phase of the SIU's unlicensed apprentice program Sept. 1, 1999. Some 12 weeks later, he began phase 2 and was off to sea for his first voyage. He spent 90 days aboard the Totem Ocean Trailer Express vessel *Northern Lights*. The ship made weekly calls at ports between Tacoma and Anchorage. During this part of his training, Shavies achieved superior ratings in all required departments.



Shauntay Shavies, scheduled to graduate this month from the Unlicensed Apprentice Program at the Paul Hall Center, credits the school with helping him turn his life around.

Upon graduation, Shavies will ship out for 120 days and work as an OS. He then will return to the school to upgrade to AB. Currently, he serves as the chief bosun for the Unlicensed Apprentice Program. In this role, he works closely with the school's commandant in the daily supervision of unlicensed apprentices in phases one and two.

Shavies openly credits the Paul Hall Center and its staff for both the impact that it has had on his life and also the role it has played in the reformation of his values.

"When I first came here, I thought that I had made another big mistake because I viewed it like being in the military . . . too many rules to deal with," he said. "But I stuck with it and it all began to make sense to me. Everything really came out while I was at sea because all that they (instructors) had been telling me fell into place."

"Before, I really did not care about much of anything, but now I understand that I have responsibilities and that other people depend on me," Shavies concluded. "Now I can hold a conversation with my mom and tell her how good I'm doing and what I plan to do in the future."

Scholarships Awarded to Seven in 2000

Since the Seafarers Welfare Plan issued its first scholarships in 1953, nearly 300 SIU members and their spouses and dependent children have used the award monies to further their educations.

In introducing the program, the union wanted to make sure that Seafarers and their family members who were qualified to attend a college, university or technical school would have the financial means available to do so.

That philosophy continues today as seven more people—three Seafarers and four children of SIU members—were selected recipients of the Seafarers Welfare Plan scholarships totaling \$87,000.

Last month, a panel of educators, making up the Seafarers Welfare Plan's scholarship committee, met to select the scholarship winners for 2000. On this page are brief descriptions of the backgrounds and career goals of the seven college-bound students.

SEAFARERS

VICTOR G. FRAZIER, 39, was awarded a four-year scholarship in the amount of \$15,000. The deep sea member looks forward to obtaining a degree in finance and international business and is seriously considering pursuing a degree in law as well.

Following his 1978 graduation from high school in Albuquerque, N.M., Frazier worked various jobs to help support his mother and three siblings, putting off dreams of continuing his education.

It was not until 1982 that Frazier returned to academics, attending classes at various colleges in California and working toward a degree in aeronautics. It was then that he also joined the Air Force Reserve.

Eleven years later, in 1993, and not happy with the direction his life was leading, he joined the Seafarers International Union. He thanks the SIU West Coast officials for helping "a scared young man transition into becoming a merchant seaman."

He has continually upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. and is currently sailing as an AB aboard the *Liberty Spirit*.

The deck department member has applied to the University of California in Berkeley, Calif., Stanford University in Palo Alto, Calif., Howard University in Washington, D.C. and Clark Atlanta University in Atlanta, Ga.

DANA D. CUNNINGHAM, 37, has been a merchant sailor for 17 years. He completed his junior year at Oakton High School in Oakton, Va. and went to sea.

Brother Cunningham completed the entry-level training at the Paul Hall Center in 1984 and earned his GED at that time, as well.

Since then, the steward department member has returned to the school on many occasions, advancing from cook/baker to chief cook to chief steward. In 1992, he graduated from the steward recertification program—the highest curriculum available to

members of the steward department.

But Cunningham also has other interests. In 1995, he began working as a locksmith apprentice and after two years, received his membership to the Associated Locksmiths of America.

While continuing to sail with the SIU, presently aboard the *LNG Capricorn*, the recertified steward has been practicing as a full service locksmith. He hopes to specialize in safe and bank vault work and believes he will excel in this field.

With the \$6,000 scholarship award, Brother Cunningham plans to attend the Master's Safe and Vault School in Nicholasville, Ky, considered one of the best schools in this field.

NEONITO "DACU" S. SODUSTA has already accomplished much in his 42 years.

Following graduation in 1974 from high school in the Philippines, he went on to get a Bachelor of Science degree in maritime transportation from Visayan Maritime Academy, also in the Philippines. He then shipped out aboard foreign-flag ships until 1985, when he went shoreside and took a marketing position.

But seafaring was in his blood, and Sodusta enlisted in the U.S. Navy. He was a veteran of the Persian Gulf War and received many medals and commendations during his four years of military service.

With an honorable discharge from the Navy, Brother Sodusta then joined the SIU in 1994, first working aboard the *S.S. Independence*. He has taken a number of upgrading courses at the Paul Hall Center and is presently an AB aboard the *Courier*.

In his scholarship application, Sodusta noted that much of his time as a mariner has taken him away from his parents and his wife and three sons, but that photography has helped him keep busy and gives him much pleasure.

While in the Navy, he enrolled in a photography home study program from which he received a certificate of graduation in 1993, and he now would like to improve in this field and concentrate on commercial photography.

With his two-year, \$6,000 scholarship from the Seafarers Welfare Plan, Sodusta hopes to realize his educational dreams at Tidewater Community College in Virginia Beach, Va. or another trade school specializing in photography.

DEPENDENTS

CHEVONE C. HALL is graduating this month from Deerfield Academy in Deerfield, Mass. With her four-year, \$15,000 scholarship, she plans to pursue a career in medicine at any one of 10 schools to which she has been accepted, including Cornell University, Dartmouth College, Wellesley College and Tufts University.

The 17-year-old is the daughter of Colleen and **Carlton P. Hall**. Her father has been an SIU mem-

ber since 1978, presently sailing as a bosun aboard the *Quality*.

While in school, Hall participated in a number of athletic, academic and musical activities, among them junior varsity volleyball, the Latin-American Society, the Deerfield Black Student Coalition, and as a member of the chorus, chamber singers and an a cappella group. She also has been a volunteer with Habitat for Humanity and at several nursing homes.

"Drawing and writing are my hobbies," Hall wrote in her application form, "and music is certainly my passion, but life-science enralls me . . . I feel it is very important that we understand as much as we can about ourselves. With this knowledge, I hope to one day contribute to society as much as I can by helping as many people as I can."

JOHN J. MACOM, 18, is another student with ambitions of being a doctor.

He is graduating this month from Belfast Area High School in Belfast, Maine, and will use his \$15,000 scholarship award to follow a pre-med curriculum at Villanova University, Boston University, Fairfield University or Dickinson College.

He is the son of Rebecca and **Earl M. Macom**. His father, a deep sea member who joined the SIU in 1965, sails in the engine department, currently aboard the *Potomac*.

Macom has been an excellent student and has challenged himself by taking as many advanced placement courses as possible. He stayed on top of his studies, maintained honors and ranked in the top 20 percent of his class while still participating in many organizations throughout his school and community.

He is a mentor for elementary and middle school students, has participated in his town's voluntary fire department, taken the position of treasurer of his high school newspaper and been elected treasurer of the Future Business Leaders of America—among other activities. He also has found time to manage the school's champion swim team and has been a member of the tennis team for our years.

With all these activities, Macom also earned a little money while working as a pizza delivery boy, dishwasher, newspaper deliverer and camp counselor.

"My goal is to become a doctor," Macom wrote in his scholarship application. "Just the thought of helping others makes it all worthwhile. I also plan to use my knowledge in medicine to help poverty stricken areas."

HYACINTH V. PADUA hopes to become the first doctor in her family.

The 17-year-old immigrated to the United States from the Philippines in 1997 and the family relocated to New Mexico.

Her parents are Julieta and **Stephen Avallone**. Her step-dad joined the union in 1988 and currently sails as a chief steward aboard the *Jack Lummus*.

As she graduates this month from Manzano High School in

Albuquerque, N.M., Padua has overcome cultural challenges to become a remarkable student. She quickly mastered English and became a first-rate writer, and has been published in the school literary magazine.

She excels in both mathematics and English and has taken honors classes in both subjects, maintaining a 3.9 grade point average and ranking in the top 11 percent of her class.

Padua's other activities include working part time and doing volunteer work for her church.

"I want achievements that I can be proud of," Padua wrote in her scholarship application, "so that when I look back from the future, I know that I have made a small difference in the world. I want to be an example to other children that education is the trail out of poverty. I want to make my family proud so when I go back to the Philippines, others will be empowered to pursue higher academic excellence."

Padua will use her \$15,000 scholarship money to begin pre-med studies at the University of New Mexico in August.

When **ELIZABETH E. HEATH** was in the first grade, she wanted to be an engineer and then an astronaut.

Since the second grade, she wrote in her scholarship application, her plans have changed slightly. She decided then that she no longer wanted to be an astronaut but still wanted to pursue a career in mechanical, civil or industrial engineering.

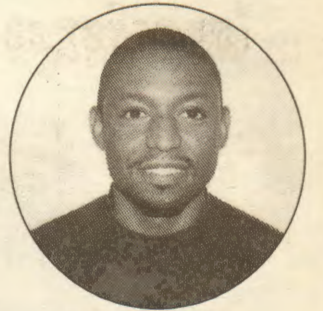
The 18-year-old can now realize her dreams. With the help of her \$15,000 scholarship, she plans to attend Virginia Tech in Blacksburg, Va. next fall.

Graduating this month from Kecoughtan High School in Hampton, Va., Heath is ranked number 10 in a class of 384. She is a member of the National Honor Society, Latin Honor Society and high school academic team. She was selected in a highly competitive field as a delegate to the Virginia Girls State and "Who's Who of American High School Students." Heath also has been enrolled in advanced placement physics and is involved in several civic, church and other school organizations such as the science club, Keyettes and Latin club. Additionally, she has performed as a percussionist in the school's marching band, concert band, symphonic band and winter drum line.

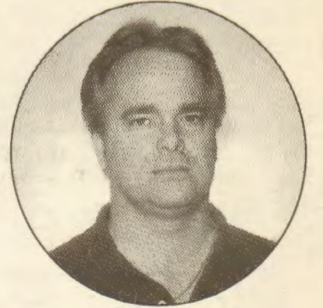
Heath also is an active member of her church, where she sings in the adult choir and the Virginia youth choir.

While she has not determined exactly what she wants to do with her engineering degree, she hopes that by furthering her education, "I will determine exactly what field I want to enter because the job market is changing so rapidly these days. More education will be my key to determining how I want to spend the rest of my life."

Heath's parents are Connie and **Donald W. Heath**. Her father, a member of the inland division since 1983, is presently a launch operator with the Virginia Pilot Association.



Victor G. Frazier



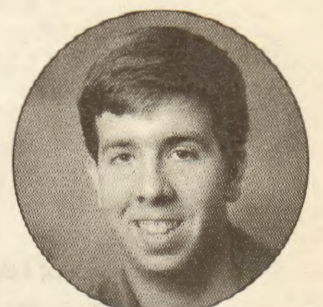
Dana D. Cunningham



Neonito S. Sodusta



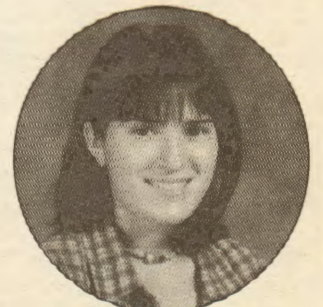
Chevone C. Hall



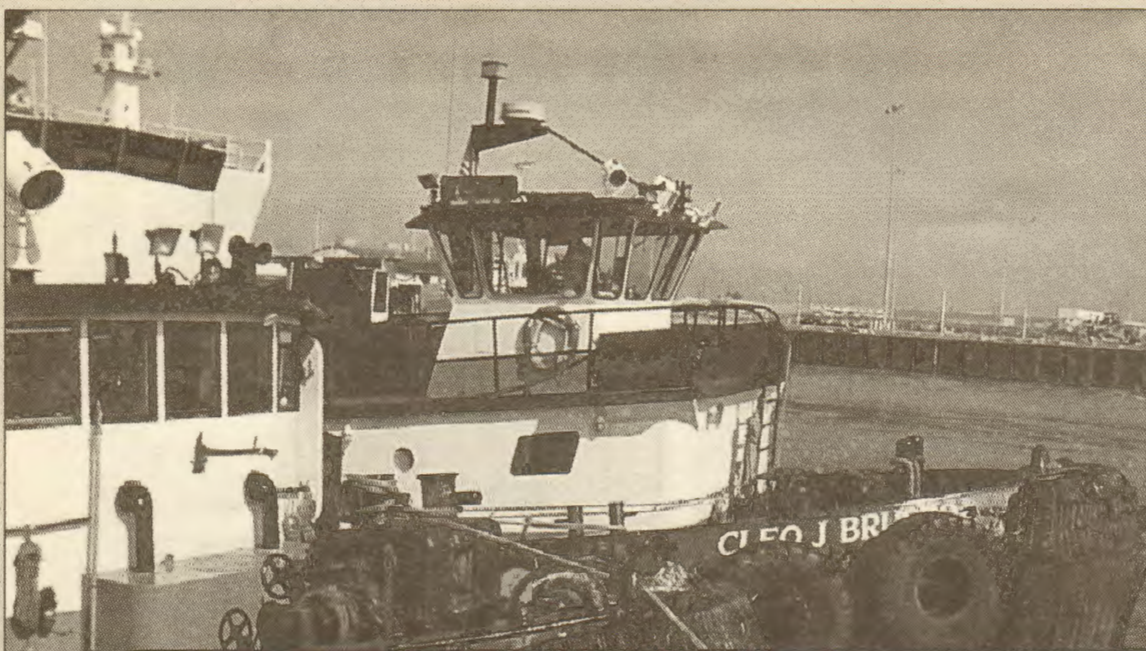
John J. Macom



Hyacinth V. Padua



Elizabeth E. Heath



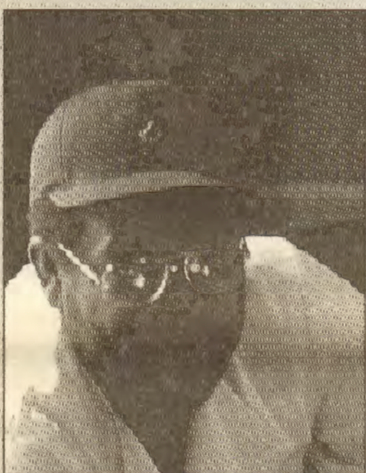
Left: The tugs *Cleo J. Brisco* and *Ronald Brisco* tie up in Port Hueneme. Above: AB Richard Volkart poses in front of the *Maersk Tennessee*, which just tied up in port.

In and Around the Port of Los Angeles

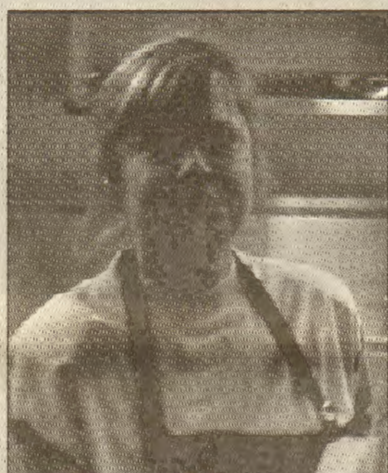
A photo feature on activities around the port of Los Angeles—including the SIU hall in Wilmington—appeared in last month's *Seafarers LOG*.

SIU Wilmington Port Agent John Cox, who met with some of the crew members aboard the incoming SIU-crewed vessels, provided additional photos this month.

Ships and boats of all types and sizes call on the port of Los Angeles which, together with Long Beach and Port Hueneme, is one of the busiest in the nation.



Chief Cook Jimmie Walker
Sea-Land Developer



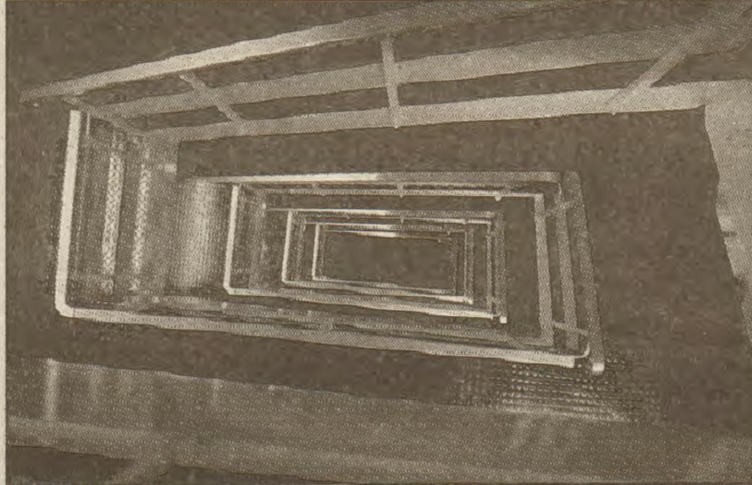
Steward/Baker Fonda Biamonte
USNS Effective



QMED Victor Bermudez
Maersk Colorado



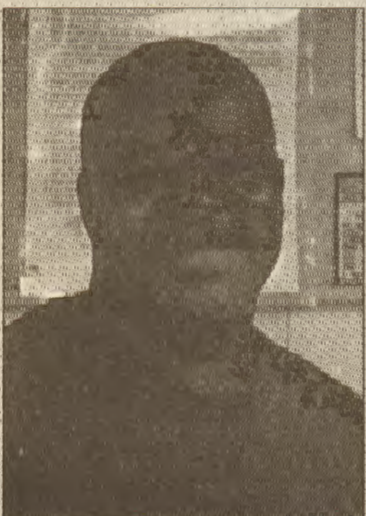
Chief Cook Laila Lorea
USNS Effective



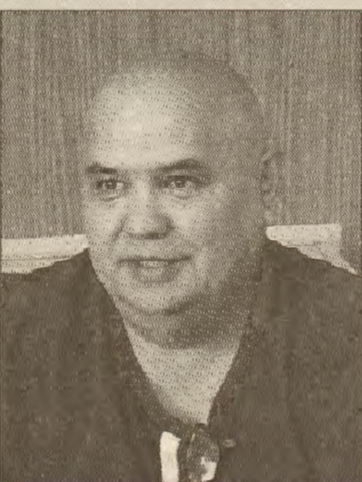
Looking down the stairwell of the *APL Thailand*



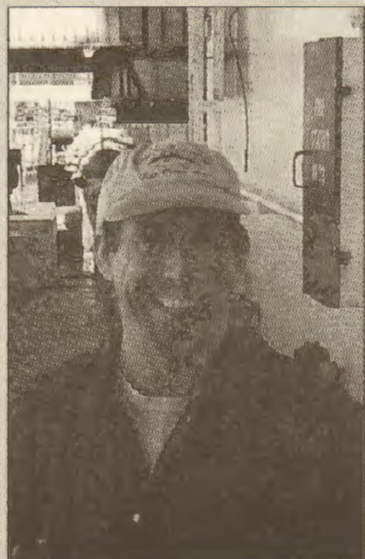
Above: Aboard the *APL Thailand*, the galley crew consists of (from left) Steward/Baker Cynthia Caster, ACU Tim Ellis and Chief Cook Enrique Garrido. Below: On Matson's *Manoa* are Chief Cook Dan Dwyer, Chief Steward Ivan Zuluaga and ACU Ruben Fiel.



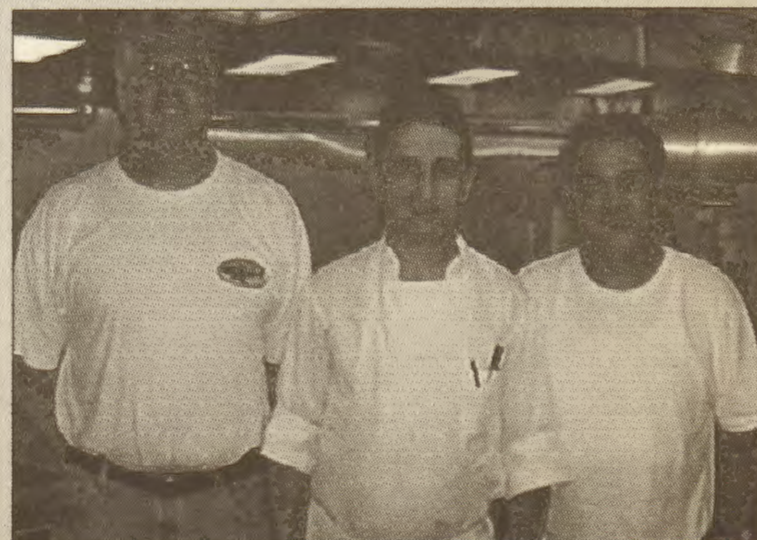
DEU Jose Garcia
Sea-Land Developer



SA Robert Castillo
Sea-Land Developer



AB Mark Brenner
Sea-Land Developer



'Hafa Adai' from Seafarers in Guam



Working aboard the *USNS Petersburg* are AB Randy Diaz (left) and Bosun Eddie Hall.

A rousing "hafa adai" (welcome) was given to SIU Secretary-Treasurer David Heindel during his recent visit to Guam. Heindel was in the U.S. territory to meet with Seafarers aboard several of the large number of SIU-contracted ships based in the area—including the *MV Lt. Col. Calvin P. Titus*, *USNS Petersburg* and *Gopher State*—and to check out the new hall and SWP-contracted clinic (see related story on page 4).

Feedback about the union facility was quite positive. The crew members he talked with seemed pleased with the addition of a local hall where they can register, file for benefits, acquire upgrading forms and beneficiary cards and take care of other related union business.

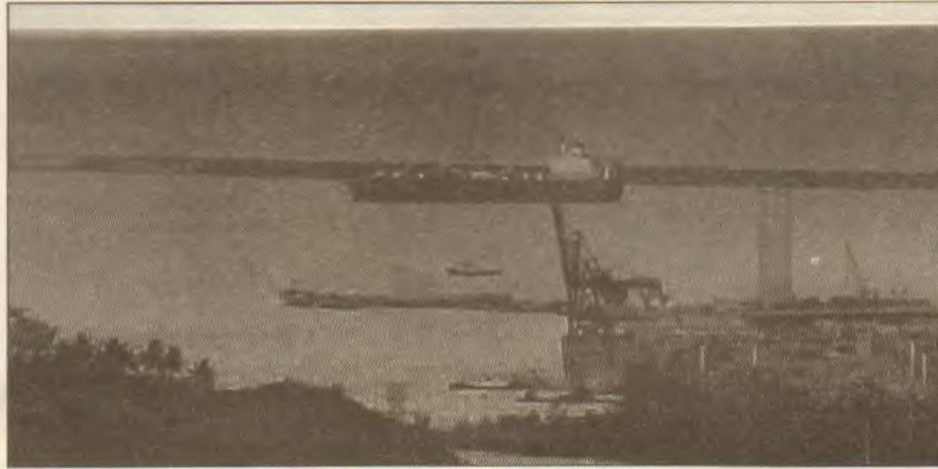
The photos appearing on this page were sent to the *LOG* by the secretary-treasurer.



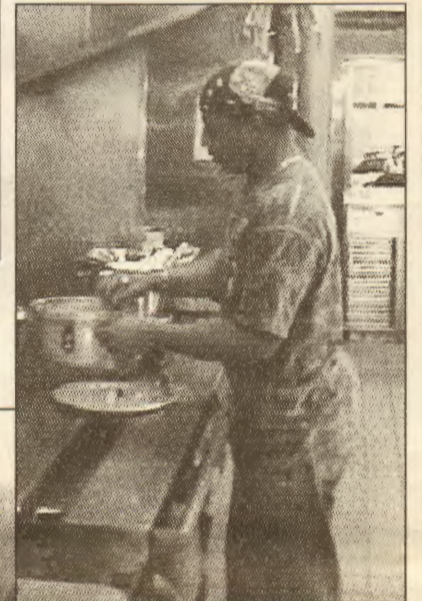
AB/DM Mike Merrell gets his painting supplies ready on the deck of the *USNS Petersburg*.



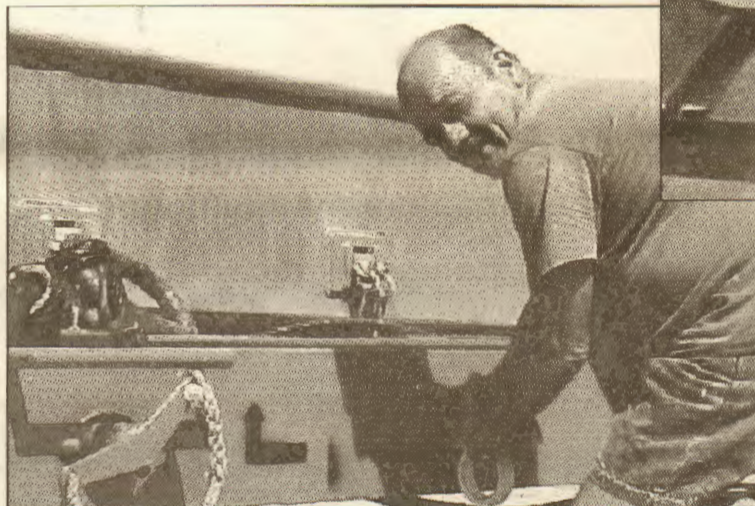
AB George Nottingham is wearing all his safety gear as he performs his duties on the *Gopher State*.



This view of the harbor was taken from Nimitz Hill, named after Admiral Nimitz, who was in charge of the U.S. Navy forces during WWII and led the invasion to free Guam from Japanese control. The beach is where the U.S. Marines landed, and the port and Navy base are also visible. The vessel in the background is the *Sgt. William R. Button*.



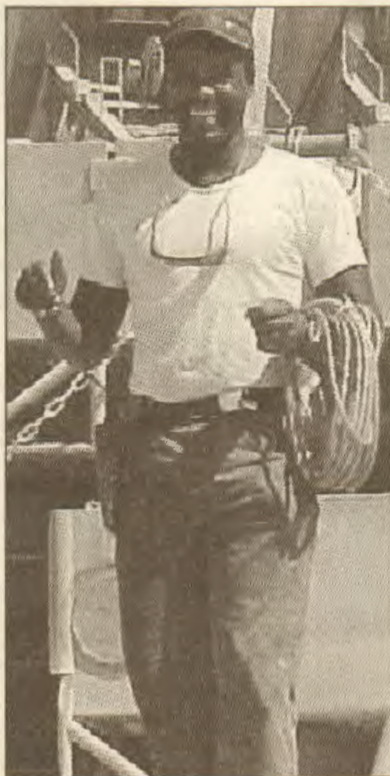
Above: Whomping up a great meal for his fellow crew members on the *Calvin P. Titus* is Chief Cook Mark Stevenson. At left: AB Carl Larson finishes a task aboard the *Gopher State*.



The *Calvin P. Titus* is fortunate to have a number of unlicensed apprentices (UA) on board. From the left, following a shipboard meeting, are UA Jerramy McNeil, Bosun Evan Bradley, SIU Secretary-Treasurer David Heindel, UA William Howell and UA Stiles Anderson.



Working together on the *Petersburg's* deck are AB John Favero (left) and AB/DM John Barnard.



Above: Nathaniel Leary is the bosun aboard the *Gopher State*. At left: Bosun Eddie Hall (left) joins *Petersburg* steward department members for a photo. They are Steward Oscar Angeles, Chief Cook Wendy Fearing, SA Faisal Zain and SA Nasser Hasson.

Remembering Brother Chuck Haller



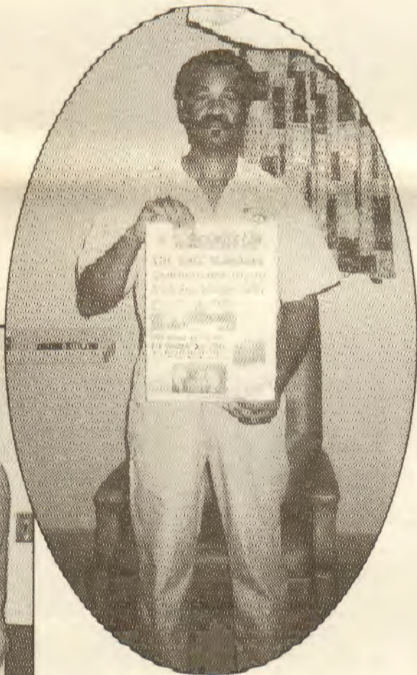
This is believed to be one of the last photos of longtime Seafarer Chuck Haller (far right), who passed away February 26. It was taken under sunny skies but in frigid temperatures early in the new year at the Crowley Petty's Island facility in Pennsauken, N.J. Pictured with Haller are (from left) fellow SIU members John Wozunk, John Gallagher, John Haller (Chuck's brother) and Mike Kirby. The Hallers are one of many families with more than one member sailing with the SIU. In addition to Electricians Chuck and John, QMED Robert Haller and OMU Mike Haller are part of the Brotherhood of the Sea. Chuck Haller's obituary appears on page 18.

Puerto Rico : Caribbean Hu

Shipping



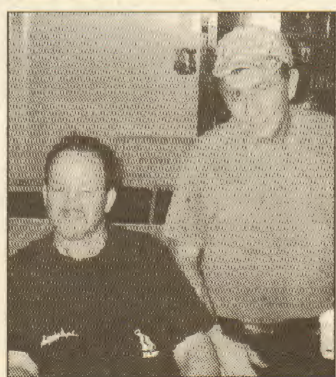
Above: While the *Producer* was in San Juan recently, this photo was taken of (from left) AB William D. Brinson Jr., Chief Steward Gregory N. Melvin and Bosun Joel A. Lechel. At left: Chief Pumpman Alex S. Dunlop assists in a discharge operation aboard the *Patriot* in Guayanilla, P.R.



Above right: Samuel Porchea, bosun aboard the *Allegiance*, is pleased with what he reads in the *Seafarers LOG*. At left: This was the first time in Puerto Rico for the *Carolina* after time in the shipyard. From the left are Bosun Stewart V. Dixon, Chief Cook Jorge R. Salazar and Chief Steward Eva M. Mayers.



The *Allegiance* stopped off in Yabucoa, P.R. during a recent run. From the left are SA Mosleh S. Mosleh, Chief Steward Catherine M. Hays and Chief Cook Larry Jolla.



Above: Bosun Luis Ramirez and Chief Steward Francis E. Ostendarp Jr. take a coffee break aboard the *El Yunque*, along with (left) GUDE Pedro C. Gago and OMU Jimmie R. Graydon.

San Juan is one of the biggest and best natural harbors in the Caribbean, so it is no wonder that the SIU hall, located in suburban Santurce, is a hub of activity.

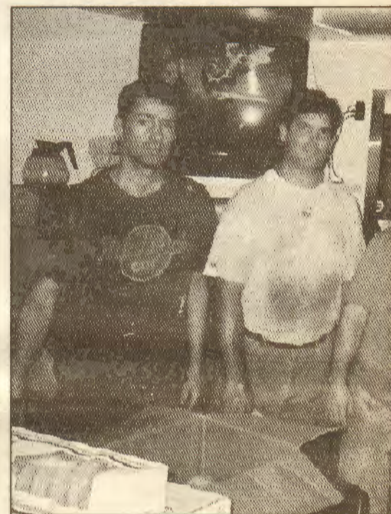
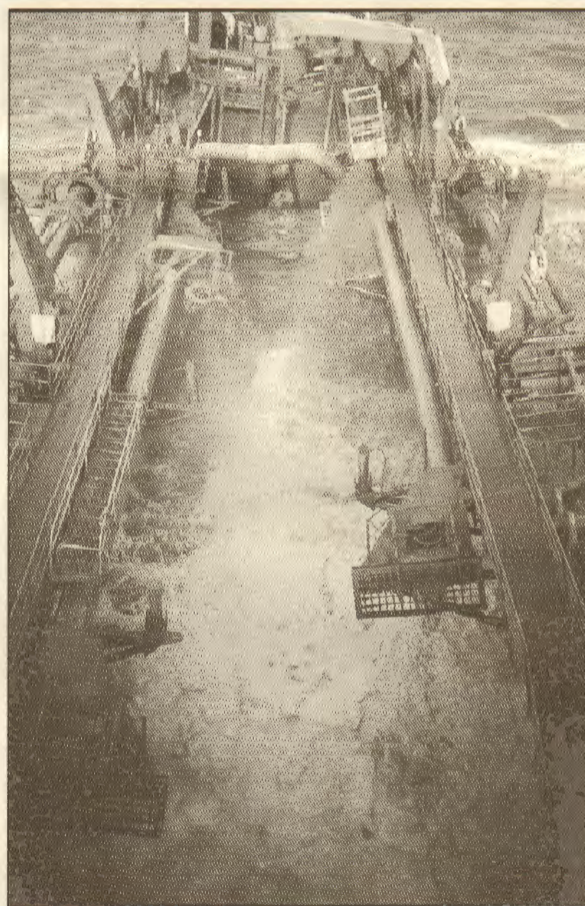
SIU-contracted ships are a common sight as they arrive in San Juan and other Puerto Rican ports such as Guayanilla, Yabucoa and Guayama. The vessels are offloaded with goods for the nearly four million people living on the island. A small percentage of this merchandise is then shipped out again to smaller islands such as St. Thomas and St. John in the

Virgin Islands.

During a recent tour of the various ports, SIU Port Agent Victor Nuñez and Safety Director Amancio Crespo met with crew members aboard a variety of vessels, including those operated by NPR, Inc.; CSX Lines; U.S. Ship Management; and Interocean Uglad Management.

In addition, two NATCO dredges—the Dodge Island and the Manhattan Island—are presently working in San Juan harbor on a 10- to 12-month project to dredge the shipping channel.

NATCO Dredges

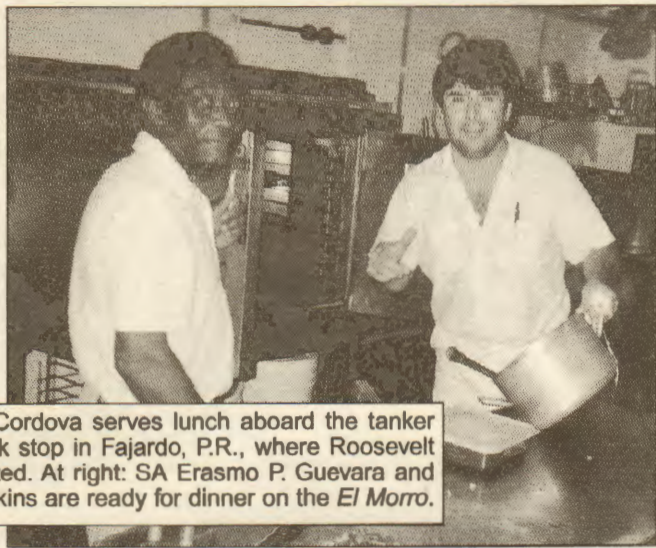
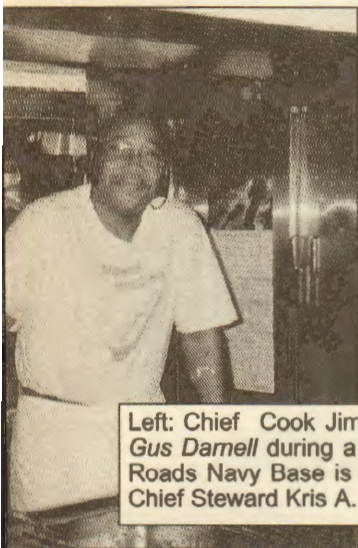


Chief Cook Loicy M. Jones watches over the deep fryer on board the *Chemical Explorer*.

While the *Chemical Explorer* was in Guayama recently, Chief Steward Dadang B. Rashid receives his full membership book from SIU Safety Director Amancio Crespo.



Job of Activity



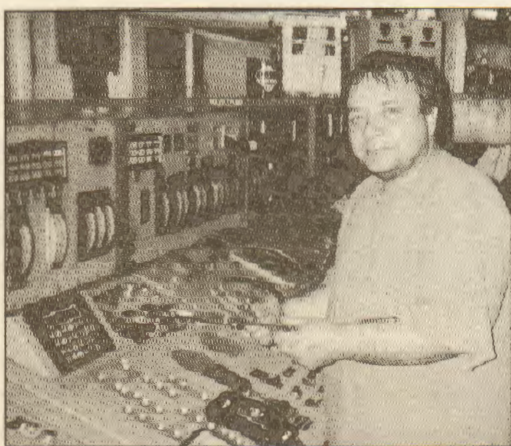
Left: Chief Cook Jimmy Cordova serves lunch aboard the tanker *Gus Darnell* during a quick stop in Fajardo, P.R., where Roosevelt Roads Navy Base is located. At right: SA Erasmo P. Guevara and Chief Steward Kris A. Hopkins are ready for dinner on the *El Morro*.



Clockwise from far left: Dredging operations continue aboard the *Dodge Island* in San Juan Bay • A happy crew on board the dredge *Manhattan Island* are (from left) Oiler Keith E. Neathery, AB Kevin Hamilton, Chief Steward Harold Kinney, SA William Brainard, AB Jimmy G. Saloom and Mate George Hofmann • Dragtender Tommy Davis works in the "pit" inside the wheelhouse of the *Dodge Island* during operations in San Juan Bay • On break aboard the *Dodge Island* are (from left) SA Miriam Merluzzo, Chief Steward Steven Talucci, Dragtender Tommy Davis and AB Charles G. Troutwine Jr.

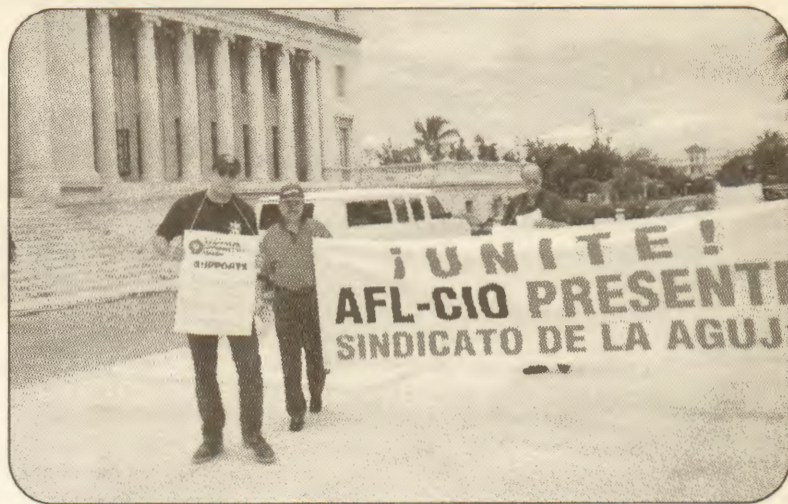


Helping with cargo operations on the *Allegiance* are ABs Michael M. Edwards and Eddie L. Major.



Maintaining watch aboard the *Carolina* is OMU Charles L. Wharton. Wharton also serves as the engine delegate.

Solidarity



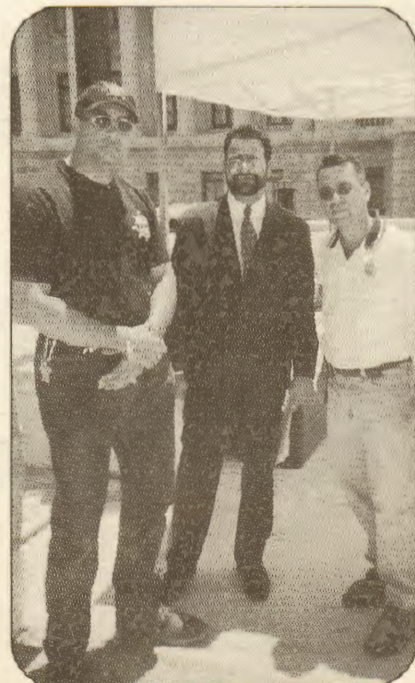
SIU Safety Director Amancio Crespo (left) marches with UNITE Assistant to President Wilfredo Medina.

Seafarers joined scores of other union members and officials recently in a rally and picket line in front of the Capitol building in San Juan to support their brothers and sisters in the Puerto Rican Police Federation.

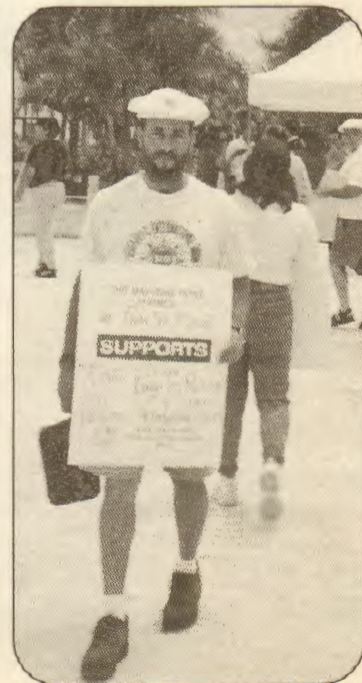
Marching with members from UNITE, the MTD and other unions and organizations April 4, the group voiced its concerns to legislators to create a fund to compensate members of the police force for overtime already worked, but for which the government says it doesn't have the funds.



Showing support for the Puerto Rican Police Federation are (from left) Pumpman Angel Ortiz, GUDE Luis Carrion, AB José Canales and AB Richard Wheat.



Above left: SIU Safety Director Amancio Crespo (left) and SIU Port Agent Victor Nuñez (right) talk over the situation with legislator Anibal Vega Borges. Above right: Bosun Eric Perez joins in the rally.



Seafarers Rally With Mine Workers

Continued from page 2

fighting."

U.S. senators and representatives from six coal-field states, and from both sides of the aisle, also addressed members at the highly spirited rally. They pledged their support for legislation that would restore the financial integrity of the UMWA's Combined Benefit Fund (CBF).

Congressional speakers included: Sens. Robert C. Byrd (D-W.Va.), Jay Rockefeller (D-W.Va.), Charles Robb (D-Va.), John Warner (R-Va.), Mike DeWine (R-Ohio), Arlen Specter (R-Pa.), and Reps Bob Wise (D-W.Va.), Bob Ney (R-Ohio), Spencer Bacas (R-Ala.), Ron Klink (R-Pa.), Rick Boucher (D-

Va.), Frank B. Mascara (D-Pa.), Alan B. Mollohan (D-W.Va.), Ted Strickland (D-Ohio) Robert Aderholt (R-Ala.), and Edward Whitfield (R-Ky.).

Others who spoke were National Council of Senior Citizens President George Kourpis; Bituminous Coal Operators Association President David Young; UMWA International Vice President Jerry D. Jones; and UMWA International Secretary-Treasurer Carlo Tarley.

Seafarers who participated in the rally included **JaFar Gordon, Kenneth Jackson, Antwan Stafford, Beth Ketah, Ibrahim Muhammad, Nathan Jarmon, Sean Fortener, Lewis Amundson, Jacob Soeteber, Kris Fitzpatrick and Kenneth Dyson.**

Each was impressed with the tremendous turnout and show of solidarity. Several offered their impressions.

"I think the rally was very effective," said Ketah. "It shows that union members are a proud people, united, they are like a big family. It's good that so many of them came out to support something as meaningful and worthwhile as this."

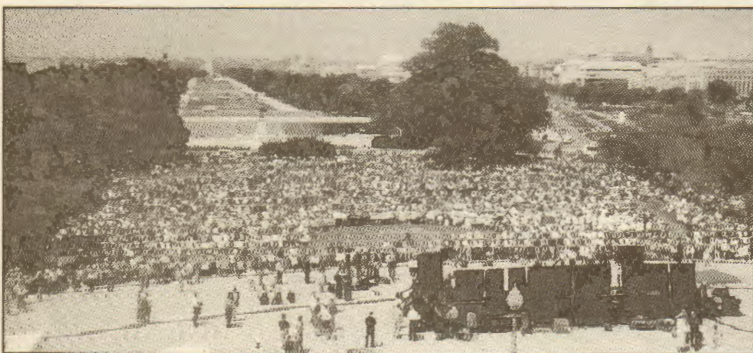
"Today's is a very strong rally because other unions are here supporting the coal miners," Fortener offered, "and that's good because they (the UMWA) are a hard-working group. They need to have what they are asking for in this rally. I'm glad I had the opportunity to be here and show my support."

"Coming together like this helps to build stronger unions," Mohammed suggested. "Groups of people should unite for common causes. As far as politics are concerned, when politicians see this many people gather for one cause, they should take notice because they are supposed to be representing the people. They should give them what they want."

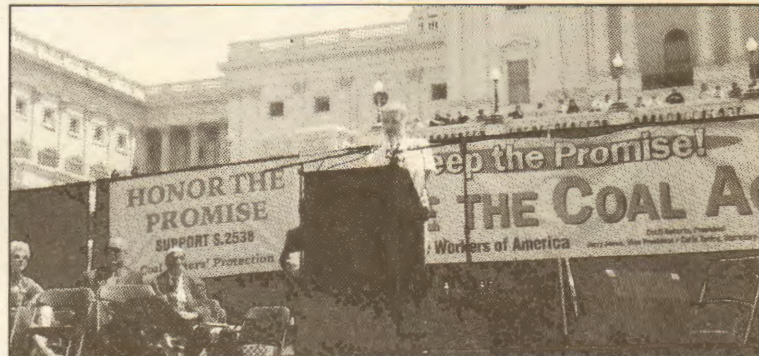
Soeteber praised the UMWA stance and all of the supporters who turned out to rally in their behalf. "I understand totally



Bill Yockey (white cap), a Mine Worker from Booneville, Ind., thanks Seafarers for participating in the demonstration. Yockey asked the SIU contingent to autograph one of the Seafarers' support signs and said he would keep it as a souvenir and share it with fellow UMWA members.



An estimated 12,000 union members join in the May 17 demonstration on Capitol Hill.



UMWA International President Cecil Roberts calls on Congress to honor its commitment providing health benefits for Mine Workers and their families.

Plan a Piney Point Vacation Now!

Schools soon will be out for the kids—and that means only one thing: a summer vacation is around the corner.

SIU members and their families who want to do something different this year without blowing the family budget might consider tak-

ing advantage of a benefit unique to Seafarers: vacationing at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Everything you could ask for in a summer vacation can be found at Piney Point. Besides comfortable accommodations for the whole family, as well as three delicious meals a day, the Paul Hall Center affords plenty of opportunities to fish, go boating, play tennis and swim. Also available for use are a sauna and exercise facilities.

Piney Point, in St. Mary's County, is ideally situated to allow for day trips throughout the historic southern Maryland and Washington, D.C. metropolitan areas. The location provides a great chance to visit such landmarks as the home of George Washington at Mt. Vernon, Arlington Cemetery and the U.S. Capitol. Children will love to tour

the FBI building or see where U.S. money is made at the Bureau of Printing and Engraving. And watching the sharks at the Baltimore aquarium is a real treat.

But if sightseeing is not your idea of a vacation, there is always something going on in St. Mary's County, itself. Seafood festivals, art exhibitions, antique and craft shows, concerts and theater productions are but a few of the offerings.

A vacation stay at the Paul Hall Center is limited to two weeks per family, and the rates are very reasonable (see box at left).

Give yourself and your family an unforgettable vacation at Piney Point. Send the completed application form to the Seafarers & Recreation Center, P.O. Box 75, Piney Point, MD 20674.

You won't regret it.

where they (members of the UMWA) are coming from," he said.

"The coal miners just want the respect and benefits that they have been promised and I think it's long overdue," shared Gordon. "Being here and supporting them fits into what we are learning about in school. People coming together and backing one another for a common cause... that's really what it's all about."

The UMWA supports several bipartisan measures introduced recently on Capitol Hill to help shore up the dwindling CBF:

■ H.R. 4144, the Coal Accountability and Retired Employee Act for the 21st Century

(CARE 21) drafted by Rep. Nick Rahall (D-W.Va.), which would authorize the transfer of \$172 million in the Abandoned Mine Land (AML) Reclamation Fund interest money to the CBF.

■ S. 2538, the Coal Miners and Widows Health Protection Act of 2000, proposed by Sen. Jay Rockefeller (D-W. VA.), which would annually transfer a portion of the \$346 million allocated by the Clinton-Gore Administration in its 2000 budget from the U.S. Treasury into the CBF.

■ S. 2584, the Coal Accountability and Retired Employee Act, introduced by Sen. Charles Robb (D-Va.) as the Senate companion bill to Rahall's Care 21.

UNION MEMBER VACATION RATES

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

Member \$40.00/day

Spouse \$10.00/day

Child \$10.00/day

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

PAUL HALL CENTER TRAINING & RECREATION CENTER Vacation Reservation Information

Name: _____

Social Security number: _____ Book number: _____

Address: _____

Telephone number: _____

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

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

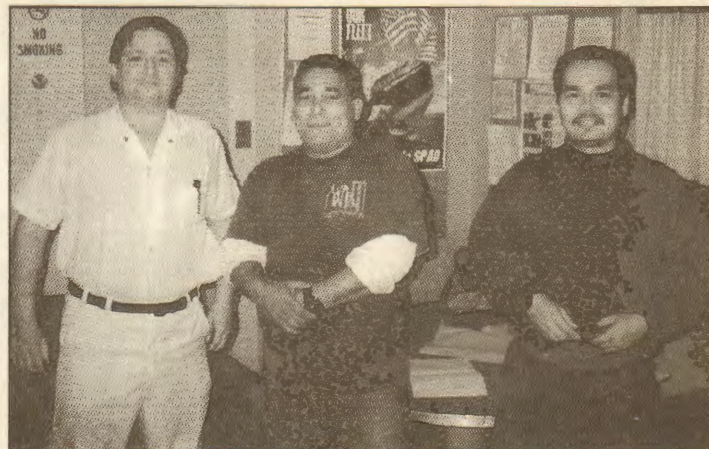
(Stay is limited to a maximum of two weeks)

Date of departure: _____

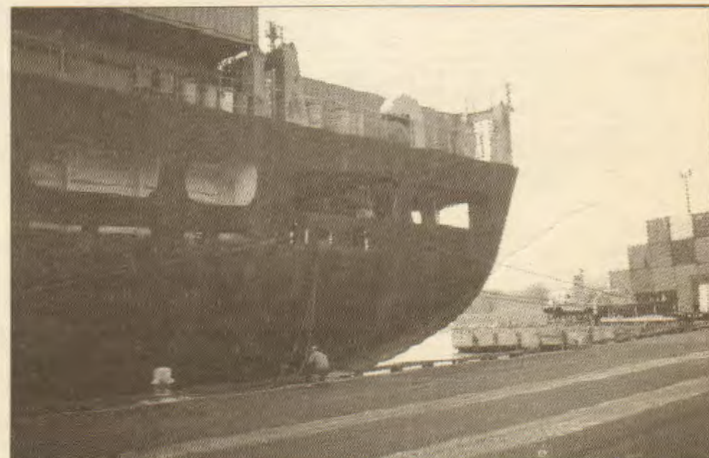
Send this completed application to the Seafarers Training & Recreation Center,
P.O. Box 75, Piney Point, MD 20674-0075.

6/00

SIU Shipping Scenes in Port Elizabeth



Port Elizabeth, N.J. typically is a busy place for SIU members. Such was the case on the recent day when these photos were taken. Above: Pictured on the *Crusader* are (from left) Chief Steward Joe Emidy, Wiper J. Vega Mercado and OMU Allen Newgen. Below: Seafarers tie up the *OOCL Innovation*.



Dispatchers' Report for Deep Sea

APRIL 16 — MAY 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	30	6	4	17	8	1	6	50	17	8
Philadelphia	4	3	2	3	3	1	0	5	6	2
Baltimore	5	2	5	2	2	2	4	11	3	5
Norfolk	13	13	8	14	12	7	6	15	20	10
Mobile	11	4	2	10	4	4	4	22	7	5
New Orleans	14	11	7	17	10	3	7	26	17	15
Jacksonville	32	14	7	31	12	9	16	57	23	12
San Francisco	34	9	2	22	7	0	7	41	20	7
Wilmington	24	11	8	22	11	4	7	45	14	12
Seattle	26	5	8	19	12	6	12	42	4	13
Puerto Rico	13	4	4	10	4	3	2	19	8	2
Honolulu	13	6	3	6	7	3	1	20	9	8
Houston	27	14	11	19	7	11	7	39	23	12
St. Louis	0	2	1	1	1	2	2	1	2	4
Piney Point	1	4	0	1	3	0	1	2	6	0
Algonac	0	0	0	1	0	0	1	2	0	1
Totals	247	108	72	195	103	56	83	397	179	116
ENGINE DEPARTMENT										
New York	12	14	3	7	8	1	3	25	13	7
Philadelphia	3	3	0	2	1	0	1	6	5	0
Baltimore	4	4	1	5	0	1	1	6	10	2
Norfolk	5	12	3	4	10	3	2	8	10	3
Mobile	4	5	1	11	5	1	2	9	6	2
New Orleans	2	7	4	7	7	3	2	9	9	7
Jacksonville	22	12	8	14	12	1	2	36	16	18
San Francisco	20	6	1	6	8	2	5	21	5	2
Wilmington	12	6	4	7	8	2	4	16	10	6
Seattle	13	5	2	16	2	1	4	16	7	3
Puerto Rico	6	2	1	4	2	2	0	8	3	2
Honolulu	6	3	3	3	3	1	0	10	5	7
Houston	18	10	8	13	4	8	3	23	14	4
St. Louis	1	3	0	1	1	1	0	3	4	3
Piney Point	1	6	0	1	0	1	0	2	9	1
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	129	98	39	101	71	28	29	198	126	67
STEWARD DEPARTMENT										
New York	14	1	1	15	2	2	3	24	10	1
Philadelphia	1	2	0	3	1	0	0	3	2	0
Baltimore	1	1	0	1	1	0	0	4	2	0
Norfolk	8	7	4	5	6	1	3	12	7	6
Mobile	1	2	0	4	3	0	0	8	6	1
New Orleans	11	4	0	8	6	0	7	11	7	0
Jacksonville	17	5	2	19	2	1	10	35	8	2
San Francisco	22	7	1	16	4	1	5	40	7	2
Wilmington	13	8	2	10	4	2	5	37	9	2
Seattle	16	2	5	15	1	1	4	31	2	4
Puerto Rico	3	1	1	1	1	1	1	4	2	0
Honolulu	8	2	9	7	1	8	4	16	5	15
Houston	11	2	1	10	3	2	5	18	3	2
St. Louis	3	1	1	1	0	0	0	2	1	1
Piney Point	2	5	2	3	0	3	0	2	9	2
Algonac	0	1	1	0	0	0	0	0	2	2
Totals	131	51	30	118	35	22	47	247	82	40
ENTRY DEPARTMENT										
New York	2	26	24	2	7	15	0	8	48	41
Philadelphia	0	0	1	0	3	0	0	1	3	3
Baltimore	0	2	1	1	2	0	0	0	2	2
Norfolk	0	11	11	0	9	11	0	1	14	18
Mobile	1	4	1	1	3	0	0	3	10	1
New Orleans	2	9	10	0	6	9	0	8	14	12
Jacksonville	4	12	8	3	11	9	0	4	27	23
San Francisco	7	15	10	5	11	1	0	14	20	13
Wilmington	3	12	9	3	7	8	0	8	15	22
Seattle	7	17	10	1	9	1	0	12	23	32
Puerto Rico	5	3	6	3	0	4	0	5	5	11
Honolulu	9	26	77	3	19	40	0	12	40	112
Houston	1	14	3	3	9	4	0	2	18	12
St. Louis	0	1	0	0	0	0	0	0	1	0
Piney Point	1	11	18	0	3	22	0	1	20	17
Algonac	0	2	0	0	4	1	0	0	3	0
Totals	42	165	189	25	103	125	0	79	263	319
Totals All Departments	549	422	330	439	312	231	159	921	650	542

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

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

Piney PointMonday: July 3, August 7
 AlgonacFriday: July 7, August 11
 BaltimoreThursday: July 6, August 10
 DuluthWednesday: July 12, August 16
 HonoluluFriday: July 14, August 18
 HoustonMonday: July 10, August 14
 JacksonvilleThursday: July 6, August 10
 Jersey CityWednesday: July 19, August 23
 MobileWednesday: July 12, August 16
 New BedfordTuesday: July 18, August 22
 New OrleansTuesday: July 11, August 15
 New YorkWednesday: July 5* Tuesday: August 8
 *change created by Independence Day holiday
 NorfolkThursday: July 6, August 10
 PhiladelphiaWednesday: July 5, August 9
 San FranciscoThursday: July 13, August 17
 San JuanThursday: July 6, August 10
 St. LouisFriday: July 14, August 18
 TacomaFriday: July 21, August 25
 WilmingtonMonday: July 17; Tuesday, August 22*
 *change created by Paul Hall birthday holiday

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

Personals

EDWARD CALLAWAY
(or anyone knowing his whereabouts)
Please call Marthaly at (904) 733-0274.

HUBERT CHARLES
Please get in touch with your old shipmate, Jim Rose, at (412) 795-1017.

CHARLES DAVIS
Please contact your daughter, Teresa Carreon, at (912) 284-9922 or (904) 384-5404.

THEODORE HENKLE
Please contact David C. Williams at (662) 568-2291.

ANYONE WHO KNEW WES TRACY
Shannon Grady, daughter of the late Wesley Tracy, is seeking information about him "to enable me to pass a few stories of him on to his grandchildren." Tracy reportedly sailed out of West Coast ports in the early 1960s. Anyone who knew him may write to Shannon Grady at P.O. Box 972, Fall River Mills, CA 96028-0972.

**SEAFARERS ABOARD
COLUMBIA EAGLE IN 1970**
Were you aboard the Columbia Eagle in March 1970 when it was hijacked to Cambodia? If so, a researcher would be interested in talking with you. Write to Don Charleston, 8118 Heacock Lane, Wyncote, PA 19095 or e-mail: oldtar@home.com.

A New Beginning



AB Antonio Rodriguez happily receives his first pension check in March from Amancio Crespo, safety director at the SIU hall in Santurce, P.R. Rodriguez worked in the CSX shoregang in San Juan.

**Seafarers International Union
Directory**

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

Jack Caffey
Vice President Atlantic Coast

Tom Orzechowski
Vice President Lakes and Inland Waters

Dean Corgy
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermett Mangram
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

DULUTH

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

GUAM

123 Sunny Plaza, Suite 301-E
Tan Jesus Crisostomo St.
Tamuning, Guam 96911
(671) 647-1350

HONOLULU

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

HOUSTON

1221 Pierce St., Houston, TX 77002
(713) 639-5152

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

1040 Dauphin Island Pkwy, Mobile, AL 36605
(334) 478-0916

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

1057 Fernandez Jucoos Ave., Stop 16 1/2
Santurce, PR 00907
(787) 721-4033

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

Dispatchers' Report for Great Lakes

APRIL 16 — MAY 15, 2000

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Port	DECK DEPARTMENT								
Algonac	0	16	9	0	12	2	0	4	7
Port	ENGINE DEPARTMENT								
Algonac	0	9	8	0	6	3	0	3	5
Port	STEWARD DEPARTMENT								
Algonac	0	5	7	0	1	3	0	4	4
Port	ENTRY DEPARTMENT								
Algonac	0	10	20	0	5	6	0	5	14

Totals All Depts 0 40 44 0 23 14 0 16 30

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

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

Dispatchers' Report for Inland Waters

APRIL 16 — MAY 15, 2000

Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Region	DECK DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	1	0	9	2	0	2	1	0	12
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	3	0	7	9	0	6	9	0	14
Totals	4	0	16	11	0	8	10	0	26
Region	ENGINE DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	1	0	0	0	0	0	2	0	1
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	0	1	0	0	0	0	0
Totals	1	0	0	1	0	0	2	0	1
Region	STEWARD DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	1	0	0	0	0	0	0	0
Lakes, Inland Waters	0	0	0	0	0	0	0	0	0
West Coast	0	0	3	0	0	1	0	0	5
Totals	0	1	3	0	0	1	0	0	5

Totals All Depts 5 1 19 12 0 9 12 0 32

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

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

PIC-FROM-THE-PAST

These photos were sent to the *Seafarers LOG* by Pensioner Salvatore A. (Joe) DiMaggio of Scranton, Pa.

The larger photo is of the deck gang aboard the *Robin Locksley* in the summer of 1957. The ship, which was on the Baltic run, was in drydock in the port of Baltimore at the time this photo was snapped.

Brother DiMaggio is second from left, sitting on the bit.

The inset photo shows two Sals—DiMaggio on the left and Bosun Salvatore Frank on the right—aboard the *Stratport* in 1953.

Pensioner DiMaggio joined the SIU in 1948 in the port of New York. Before retiring in 1975, he sailed as a bosun aboard Sea Transport's *Eagle Traveler*.

Brother DiMaggio, now 74, is a U.S. Navy veteran of World War II. He would like to hear from some of his old shipmates. They may call him at (717) 346-8119.

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





A member of the deck department who also sailed as an inland captain is among the 17 Seafarers announcing their retirements this month.

Brother **Richard G. Montalvo** has some 26 years with the SIU in addition to his service in the U.S. Army. He upgraded his skills several times during his career, most recently in 1994 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

In addition to Brother Montalvo, three other retirees navigated the inland waters, nine sailed in the deep sea division, three plied the Great Lakes and one worked in the railroad marine division.

Ten of the retirees were in the deck department, six shipped in the engine department, and one sailed in all three departments.

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

DEEP SEA



LARRY W. COMBS, 61, is a native of Charleston, S.C. He first sailed in 1955 aboard the *Alcoa Puritan* and upgraded

his skills in 1959 at the Andrew Furuseth Training School in Baltimore. A member of the deck department, Brother Combs last sailed in 1999 aboard the *Sea-Land Atlantic*. He is an honorably discharged veteran who served in the U.S. Army from 1963 to 1965. Combs now resides in Reno, Nev.

JERRY W. DELLINGER, 61, graduated from the entry-level training program at the Seafarers



Harry Lundeberg School of Seamanship in 1967 and joined the SIU in the port of New York. He first sailed aboard the *Seatrain Savannah* as a member of the engine department. Brother Dellinger upgraded his skills at the SIU's training school in Piney Point, Md. in 1970 and again in 1986. The North Carolina native last sailed in 1999 aboard the *Sea-Land Atlantic*.



GARIN DOYLE, 59, hails from New Orleans. A member of the deck department, Brother Doyle first sailed in

1978 from Freeport, Texas. His first vessel was the *Cove Navigator*, operated by Cove Shipping Company. Doyle last shipped in 1999 aboard the *Sgt. Matej Kocak*, a Waterman Steamship Corp. vessel. He lives in Rover Ridge, La.

MELVIN H. FERGUSON, 61, began his career with the SIU in

1968. First sailing from the port of Tacoma, Wash., he worked in the deck department aboard the *Sea-Land Fairland*. A native of Colorado,



Ferguson last sailed in 1999 aboard the *Sea-Land Kodiak*. Brother Ferguson served in the U.S. Navy from 1957 to 1963. He calls Port Orchard, Wash. home.

JAMES V. HIGGINS, 67, joined the Seafarers in 1967 and sailed from the port of Mobile, Ala. His first ship was the *Oceanic Wave*, an Oceanic Pioneer Steamship Co. vessel. Born in Louisiana, he worked in the deck department. Brother Higgins last sailed in 1995 aboard the *Sea-Land Galveston*. He is a military veteran, having served with the U.S. Marine Corps from 1952 to 1956 and the U.S. Air Force from 1956 to 1960. He now calls Savannah, Ga. home.



AHMED HUSSAIN, 60, began his career with the Seafarers in 1977 in Seattle. First sailing aboard the *Inger*,

operated by Reynolds Metal Co.'s Marine Division, Brother Hussain worked in all three departments during his career. He was a native of Yemen and became an American citizen. Hussain last sailed in 1999 aboard Intercocean Uglund Management's *Westward Venture*. He resides in Tacoma, Wash.

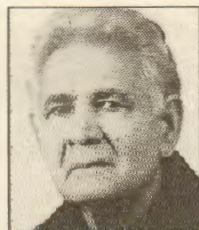
WILLIE L. LINDSEY, 50, joined the Seafarers in 1969 in the port of New Orleans. A native of Mississippi, he



first sailed aboard the *Hastings*, operated by Waterman Steamship Corp. Brother Lindsey sailed as a member of the engine department during his career, most recently working in New Orleans as a crane maintenance electrician. He last sailed aboard American Steamship Company's *Sgt. William R. Button*. He now calls Natalbany, La., home.

MOHSIN MOHAMED, 62, began his career with the Seafarers in 1968, first sailing as a member of the engine department aboard the *Alcoa Commander*. Brother Mohamed upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship. He makes his home in Brooklyn, N.Y.

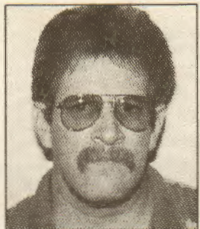
CARLOS THOMAS, 76, began his career with the Seafarers in 1990. Born in Trinidad, he first sailed aboard the *American Cormorant*. This vessel was operated by Pacific Gulf Marine. A



member of the deck department, Brother Thomas last sailed earlier this year aboard Intercocean Uglund Management's *Petersburg*. He now makes his home in Italy.

INLAND

RICHARD G. MONTALVO, 48, first sailed in 1977 aboard the *Vulcan*, operated by Sabine Towing. A native of



Texas, Boatman Montalvo sailed in the deck department, most recently as a captain. He was last employed in 1998 with Sabine-Hvide. An honorably discharged veteran, Montalvo served in the U.S. Army from 1970 to 1972. He calls Groves, Texas home.

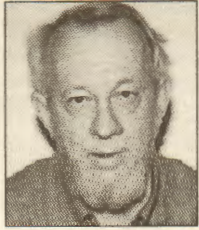


SIDNEY D. PELAS JR., 62, is a native of Buras, La., who sailed as a member of the deck department. Joining the

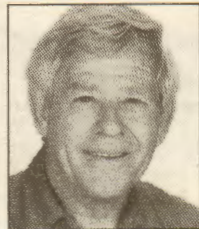
Seafarers in 1971, he first sailed aboard Dixie Carriers vessels out of the port of New Orleans. He last sailed aboard Barge #51-85 in New Orleans, a vessel also operated by Dixie Carriers. Brother Pelas still resides in Buras.

GEORGE W. STEWART, 62, began his career with the Seafarers in 1981 and first sailed aboard the *Manhattan Island*. Operated by North American Trailing Company (NATCO), this vessel sailed out of New Castle,

Canada. A member of the engine department, Brother Stewart last sailed in 1999 aboard the *Dodge Island*, a NATCO Ltd. Partnership-operated vessel. Born in Key West, he now calls



Seffner, Fla. home. Stewart is an honorably discharged veteran of the U.S. Air Force.



DALLAS E. STOUDENMIRE, 62, joined the Seafarers in 1963 in the port of Norfolk, Va. A native of

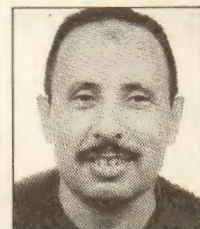
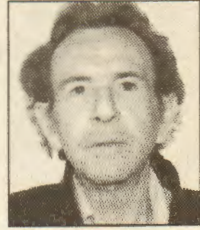
North Carolina, Boatman Stoudenmire worked as a member of the engine department during his seafaring career. He last sailed in 1987 aboard Cape Fear Towing Company's *Fort Fisher*. Stoudenmire calls Wilmington, N.C. home.

GREAT LAKES

ROBERT C. CHARTERS, 61, hails from Frankfort, Mich. A member of the deck department during his career, he joined the Seafarers in 1961. Charters first sailed aboard the *Ben W. Calvin*, a vessel operated by American Steamship Company. The same company last employed him in January of this year. At that juncture, he sailed aboard the *Sam Laud*. Brother Charters is an honorably discharged veteran who served in the U.S. Army.

WILLIAM COCHENET, 61, joined the Seafarers in 1960. A member of the engine department, he first sailed aboard an American Steamship vessel from the port of

Detroit. Brother Cochenet is a native of Wisconsin. He last sailed in 1999 aboard the *Southdown Challenger*, operated by Cement Transit Co.



RAMZEY A. NASSER, 49, first sailed with the Seafarers in 1971 from the port of Detroit. Born in Yemen, he

worked in the deck department and upgraded his skills in 1988. Brother Nasser last sailed in 1997 aboard the *Saint Clair*, operated by the American Steamship Co. He now makes his home in Dearborn, Mich.

RAILROAD MARINE

FRANK J. OTTOFARO, 66, hails from Richmond, Va. He first sailed with the Seafarers in 1962 in the deck department. An honorably discharged military veteran, Brother Ottofaro served in the U.S. Navy from 1955 to 1957. He was last employed in 1999 with the Chesapeake & Ohio Railway. Ottofaro currently resides in Hampton, Va.

Seafarers:

Remember to contribute to SPAD for job security.

Reprinted from past issues of the *Seafarers LOG*

1941

The *SS Robin Moor*, an SIU ship, was the first U.S.-flag vessel to be sunk by the Germans. On May 21, the crew was given 20 minutes by the German submarine commander to leave the vessel. After the crew launched the

lifeboats, and were approximately one mile from the ship, the German submarine torpedoed the ship, sinking it. This action led to a demand, eventually carried out, that all American-flag ships be armed and supplied with gun crews. It led to the union's demand also for higher bonuses and insurance.

1950

On June 15, the SIU Atlantic and Gulf District signed an agreement with the bulk of steamship companies under contract to the union, the terms under which the Seafarers Welfare Plan would operate. The signing paved the way for the plan to begin functioning as

soon as the Bureau of Internal Revenue and the NLRB gave their approval to the plan. Under the terms of the welfare plan as agreed to by the shipowners committee, Seafarers will receive \$500 in death benefits and \$7 per week in hospital benefits. The plan provides for the trustees to set up additional benefits as the fund grows. The plan will be supervised by

a six-man board of trustees, three from the union and three from the companies.

1991

Sixty-five SIU members were part of a contingent of civilian

mariners who on June 8 marched down the streets of Washington, D.C. and past President George Bush in the National Victory Celebration Parade to honor Operation Desert Shield/Desert Storm veterans. The military invited civilian mariners to participate because of the major role they played in getting materiel to the troops, marking the first time they were invited to march in a parade. An estimated 200,000 parade viewers were on hand.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

BIN AHMAD



Pensioner Bin Ahmad, 70, died February 22. Brother Ahmad started sailing with the SIU in 1967. Born in Malaysia, he worked in the deck department and frequently upgraded at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. He graduated from the bosun recertification program there in 1982 and last sailed aboard the *LNG Arias*. A resident of New York, Brother Ahmad began receiving his pension in October 1988.

FELIX P. AMORA



Pensioner Felix P. Amora, 76, passed away April 6. Born in the Philippines, he began his career with the Seafarers in 1947 in the port of New Orleans. He worked in the engine department, last sailing aboard a Sea-Land Service vessel. During his career, he also sailed in the steward department. Brother Amora was a resident of Daly City, Calif.

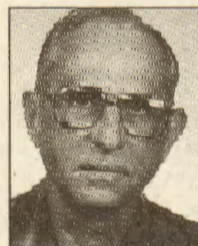
He worked in the engine department, last sailing aboard a Sea-Land Service vessel. During his career, he also sailed in the steward department. Brother Amora was a resident of Daly City, Calif.

DANIEL G. BRADY



Daniel G. Brady, 59, died March 20. A native of Chicago, he began his sailing career in 1977 when he joined the Military Sealift Command. Brother Brady worked in the deck department, last sailing aboard the *Lawrence Gianella*, an Ocean Ships, Inc. vessel. Fort Meyers, Fla. was his home.

RICHARD C. BUSBY



Pensioner Richard C. Busby, 74, passed away March 23. He joined the Seafarers in 1947 in the port of Mobile, Ala. The Mississippi native worked in the engine department and upgraded his skills at the SIU's training school in Piney Point, Md. A veteran of World War II, he served in the U.S. Navy from 1943 to 1946. Brother Busby last sailed aboard the *Del Norte*, operated by Delta Steamship Lines. He was a resident of Mobile and began receiving his pension in December 1984.

native worked in the engine department and upgraded his skills at the SIU's training school in Piney Point, Md. A veteran of World War II, he served in the U.S. Navy from 1943 to 1946. Brother Busby last sailed aboard the *Del Norte*, operated by Delta Steamship Lines. He was a resident of Mobile and began receiving his pension in December 1984.

MICHAEL B. FLOOD

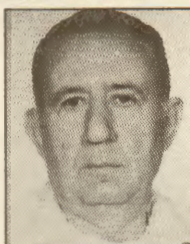


Michael B. Flood, 71, died January 8. Born in Pennsylvania, he started his career with the SIU in 1950 in the port of Philadelphia. Brother Flood worked in the deck department and retired in December 1959. He was a resident of Holmes, Pa. From 1945 to 1949, he served in the U.S. Navy.

worked in the deck department and retired in December 1959. He was a resident of Holmes, Pa. From 1945 to 1949, he served in the U.S. Navy.

CLARENCE FONTENOT

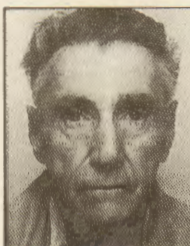
Pensioner Clarence Fontenot, 82, passed away March 11. Brother Fontenot began his career with the



SIU in 1951 in Lake Charles, La. A native of Louisiana, he worked in the steward department, last sailing as a chief cook aboard the *Star of Texas*.

He was a veteran of World War II, having served in the U.S. Army from 1941 to 1945. Brother Fontenot made his home in Lake Charles and retired in December 1982.

JAMES J. GORMAN



Pensioner James J. Gorman, 69, died April 9. He graduated from the Andrew Furuseth Training School in 1956 and joined the

Seafarers in the port of New York. His first vessel was the *West Trader*. Born in New York, he worked in the deck department and upgraded at the Seafarers Harry Lundeberg School, where he graduated from the bosun recertification program in 1973. During his career, he was active in union organizing drives. From 1947 to 1952, he served in the U.S. Navy. Prior to retiring in March 1994, he sailed aboard the *Ambassador*, operated by Crowley American Transport. Brother Gorman was a resident of Sarasota, Fla.

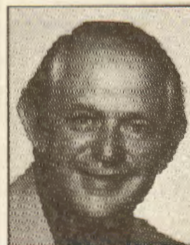
CHARLES W. HALLER

Charles W. Haller, 46, passed away February 26. He graduated from the Seafarers Harry Lundeberg School's entry-level training program in 1970 and joined the union in Piney Point, Md. The *Thatis* was his first vessel. A native of New Jersey, Brother Haller sailed in the engine department and upgraded his skills at the school. Houston was his home.

JOSEPH KLONDYKE

Pensioner Joseph Klondyke, 72, died February 5. Born in Michigan, he started his career with the Seafarers in 1952 in the port of New York. Brother Klondyke worked in the deck department, last sailing aboard the *Green Valley*, a Waterman Steamship Corp. vessel. A resident of Spartanburg, S.C., he began receiving his pension in June 1990. From 1946 to 1947, he served in the U.S. Army.

JACK J. "JACKIE" PARSLEY



Pensioner Jack J. "Jackie" Parsley, 65, passed away March 26. A native of West Virginia, he joined the SIU in 1966. Brother Parsley worked

in the engine department and upgraded his skills at the School of Marine Engineering in Brooklyn, N.Y. During his career, he also sailed in the inland division as a member of the deck department. Prior to retiring in March 1992, Brother Parsley worked aboard the *Sea-Land Crusader*. Jacksonville Beach, Fla. was his home. From 1951 to 1955, he served in the U.S. Navy.

CATALINO R. RAMOS



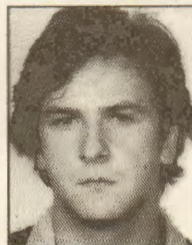
Pensioner Catalino R. Ramos, 92, died April 3. He began his career with the Seafarers in 1945 in the port of New York.

Born in Puerto Rico, he sailed in the steward department and was active in union organizing drives. Brother Ramos was a resident of Beachwood, N.J. He retired in November 1975.

RICHARD SHEEHAN

Richard Sheehan, 31, passed away February 6. Brother Sheehan started his career with the SIU in 1999 in the port of New York. He worked in the deck department, last sailing aboard the *Global Sentinel*. He was a resident of the Bronx, N.Y.

RICHARD F. SWEETING



Richard F. Sweeting, 42, died January 3. Born in Maryland, he graduated from the Seafarers Harry Lundeberg

School's entry-level training program in 1978 and joined the union in Piney Point, Md. His first ship was the *Allegiance*, operated by InterOcean Management. He sailed in the deck department and returned to the school to upgrade his skills. From 1995 to 1997, he worked in the inland division, last sailing aboard a Moran Towing Co. vessel. Brother Sweeting made his home in Baltimore.

CHARLES YOUNG

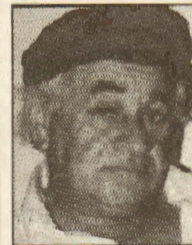
Pensioner Charles Young, 76, died March 8. Born in Louisiana, he first sailed with the Seafarers in 1959 aboard the *Del Sud*. Brother Young worked in the steward department. His last ship was the *Del Caribe*. Both his first and last vessels were operated by Delta Steamship Co. From 1948 to 1949, he served in the U.S. Army. He was a resident of New Orleans and retired in June 1988.

INLAND

MILTON H. ATHERTON

Pensioner Milton H. Atherton, 74, passed away March 7. Boatman Atherton joined the Seafarers in 1961 in the port of Norfolk, Va. The Virginia native worked in the deck department, last sailing aboard a Mariner Towing Co. vessel. A resident of Cobbs Creek, Va., he began receiving his pension in April 1988. From 1949 to 1950, he served in the U.S. Army.

WILLIAM P. CAMPBELL



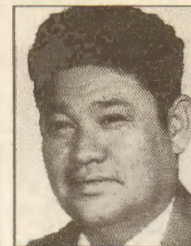
William P. Campbell, 52, died April 5. Born in Louisiana, he began his career with the SIU in 1966 in the port of New Orleans.

Boatman Campbell worked in the deck department, sailing primarily aboard vessels operated by Crescent Towing Co. Gretna, La. was his home.

JOSEPH S. CHUPKA

Joseph S. Chupka, 46, passed away February 3. He graduated from the Seafarers Harry Lundeberg School's entry level training program in 1974 and joined the union in Piney Point, Md. His first vessel was the tug *Mary Ann*, operated by Marine Towing Co. Boatman Chupka worked in the deck department, last sailing aboard a McAllister Towing Co. vessel. He was a resident of Philadelphia.

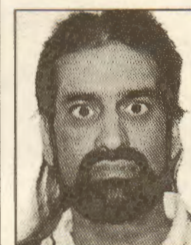
JAMES H. COLBERT



Pensioner James H. Colbert, 77, died March 20. Boatman Colbert joined the Seafarers in 1956 in the port of Mobile, Ala.

The Alabama native sailed in the engine department. He was a veteran of World War II, having served in the U.S. Army from 1943 to 1946. Prior to retiring in September 1981, he worked for Dravo Basic Materials. Atmore, Ala. was his home.

ROBERT M. CROFT



Pensioner Robert M. Croft, 40, passed away March 30. A native of Texas, he began his career with the SIU in 1976, sailing aboard

the *C.H. Masterson*, operated by G&H Towing Co. He worked in the engine department and upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Boatman Croft last sailed aboard a Moran Towing Co. vessel. A resident of Hitchcock, Texas, he began receiving his pension in January 2000.

BENJAMIN FITTE



Pensioner Benjamin Fite, 78, died February 29. Born in Louisiana, he began sailing with the Seafarers in 1957 from the

port of Houston. Boatman Fite worked as a captain, primarily aboard G&H Towing Co. vessels. A veteran of World War II, he served in the U.S. Coast Guard from 1940 to 1946. He made his home in Mt. Pleasant, Utah and started receiving his pension in February 1987.

CLARENCE R. HAYES

Pensioner Clarence R. Hayes, 95, passed away February 6. Boatman Hayes started his career with the Seafarers in 1951 in the port of Norfolk, Va. The North Carolina native sailed as an engineer and began receiving his pension in May 1970. He was a resident of Wanchese, N.C.

THOMAS C. HUTCHINS

Thomas C. Hutchins, 62, died February 23. A native of Texas, he first sailed with the Seafarers in 1969, aboard a G&H Towing Co. vessel. Boatman Hutchins sailed as a member of the deck department. Rockport, Texas was his home.

FLOYD H. MCGOWAN

Pensioner Floyd H. McGowan, 71, passed away February 19. After a 27-year career in the U.S. Coast Guard, he joined the Seafarers in 1976 in the port of Norfolk, Va. Born in North Carolina, he sailed in the engine department and upgraded his skills at the SIU's training school in Piney Point, Md. Prior to retiring in March 1993, he sailed aboard an Atlantic Towing Co. vessel. Boatman McGowan lived in Chesapeake, Va.

GREAT LAKES

RALPH J. GOOD

Pensioner Ralph J. Good, 82, passed away April 4. Born in Ohio, he



began his career with the SIU in 1961 in the port of Cleveland. Brother Good worked in the deck department, last sailing aboard a Great Lakes

Dredge & Dock Co. vessel. During World War II, he served in the U.S. Army from 1941 to 1946. He was a resident of Avon Lake, Ohio.

EDWARD KASZUBINSKI



Pensioner Edward Kaszubinski, 73, died January 20. A native of Michigan, he started his career with the Seafarers in

1961 in the port of Detroit. Brother Kaszubinski worked in the deck department, last sailing aboard a Great Lakes Towing Co. vessel. A resident of Detroit, he retired in November 1988. From 1944 to 1946, he served in the U.S. Army.

VICTOR W. KNECHTEL



Pensioner Victor W. Knechtel, 79, passed away February 28. Brother Knechtel joined the SIU in 1960 in the port of

Detroit. Born in Michigan, he sailed in the deck department. He was a veteran of World War II, having served in the U.S. Navy from 1941 to 1945. Prior to retiring in February 1986, he sailed aboard the *Sam Laud*, an American Steamship Co. vessel. Alpena, Mich. was his home.

WILBERT L. PINNEY



Pensioner Wilbert L. Pinney, 78, died January 10. Brother Pinney began his career with the Seafarers in 1961 in the port of Duluth, Minn.

The Minnesota native worked in the deck department, sailing primarily aboard vessels operated by Great Lakes Towing Co. During World War II, he served in the U.S. Army from 1942 to 1946. He was a resident of Two Harbor, Minn. and began receiving his pension in 1984.

ALVER V. STENMAN



Pensioner Alver V. Stenman, 90, passed away March 2. A native of Wisconsin, he joined the SIU in 1960 in the port of Detroit.

Brother Stenman worked in the engine department, last sailing aboard the *J.E. Ferris*. He made his home in Ashland, Wis. and retired in October 1974.

WILLIAM E. WILCOX

Pensioner William E. Wilcox, 67, died February 16. He first sailed with the SIU in 1957. A native of Michigan, he worked in the deck department. Prior to retiring in July 1994, he sailed aboard a Luedtke Engineering Co. vessel. Brother Wilcox, who was a resident of Sault Saint Marie, Mich., began receiving his pension in July 1994.

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.

TRADER (CSX Lines), February 13—Chairman Loren E. Watson, Secretary Kevin M. Dougherty, Educational Director Robert D. Mayer, Deck Delegate Ervin T. Davls, Engine Delegate Joseph A. Canlas, Steward Delegate Mohamed Muthanna. Chairman reported all going well this voyage. Treasurer announced \$250 from ship's fund used to purchase ping pong table and equipment. No beefs or disputed OT reported. Message received from VP Contracts Augie Tellez regarding outcome of proposed merger vote. Also received communications regarding use of outside companies for shoregang work. President's report from *Seafarers LOG* reviewed. Everyone encouraged about new U.S.-flag ships, noting, "It's good to see tangible results of our political efforts and hard work." Bosun reminded crew to separate plastic items from regular trash, fill out repair list and keep vessel clean. He thanked engineers for quickly fixing broken dryer. Next ports: Tacoma, Wash. and Oakland, Calif.

USNS HENSON (Dyn Marine Services), February 12—Chairman John R. Wolfe, Secretary Harry Brewer, Deck Delegate David Koory, Steward Delegate Kevin M. Brown. Chairman stated vessel due in mid-March to sail off coast of West Africa (Ivory Coast) for 1-2 year voyage for oceanographic survey work. He said he is trying to introduce faster and more efficient way for seamen to receive money at payoff. Some disputed OT reported in steward department. Chairman read president's report from recent *Seafarers LOG* and explained why merging of SIU and NMU would be good for both unions—more jobs and greater variety of ships.

CHALLENGER (CSX Lines), March 12—Chairman Roy L. Williams, Secretary William E. Bragg, Educational Director Allen D. Parker, Deck Delegate Charles A. Mull, Engine Delegate Robert D. Feltus Jr., Steward Delegate Glenn A. Taan. Chairman read president's report from latest *LOG*. He stated still no official word as to ship's reassignment to East Coast, possible toward end of April. Payoff scheduled for March 28 in Oakland, Calif. Secretary read cover letter and directive from West Coast VP Nick Marrone and applauded effort to better inform membership aboard contracted vessels. Discussion held about starting ship's fund; all agreed it would be good idea. Steward to begin accepting donations at next payoff and begin account ledger. No beefs or disputed OT. Suggestion made to reduce in-port evening meal service by half-hour due to reduced crews, since most already are ashore. Steward requested help keeping ship clean, and crew was asked for patience during completion of repairs. Next ports: Oakland and Long Beach, Calif.; Honolulu.

DEVELOPER (U.S. Ship Management), March 19—Chairman Roger J. Reinke, Secretary Ruben Casin Jr., Educational Director Gary M. Dahl, Deck

Delegate Joseph A. Loyal, Engine Delegate Julio R. Paminiano, Steward Delegate Ali A. Ghalib. Chairman announced ship docking in Long Beach, Calif. March 22. Standbys to be on dock when ship clears customs and immigration. Payoff scheduled upon arrival. Crew members to remain aboard ship until completion of Coast Guard fire and boat drill. Vessel will sail following day for Cristobal, Panama and then to the Freeport, Bahamas. Educational director reminded everyone to upgrade skills at Piney Point. and to complete course work necessary for STCW endorsement. Course schedule listed in *Seafarers LOG*. No beefs or disputed OT. Several suggestions made: to collect pension after 20 years seetime, to get update on proposed NMU merger, to be allowed to collect vacation checks every 60 days or on discharge from vessel on foreign voyages of 70 days. Letter sent to union regarding condition of cargo stacking frames and expanded metal catwalks. Vote of thanks given to steward department for job well done.

DISCOVERY (CSX Lines), March 19—Chairman Nelson Sala, Secretary Joseph A. Laureta, Educational Director Roger M. Wasserman, Deck Delegate Allan F. Campbell, Steward Delegate Mark V. Cabasag. Chairman announced payoff in Long Beach, Calif. on March 25. He thanked officials for great job informing crew members about SIU activities. Secretary urged everyone to continue to upgrade skills at Paul Hall Center. No beefs or disputed OT. Crew pleased with arrival of new VCR and thanked steward department for top-of-the-line menu. Next ports: Long Beach and Honolulu.

EXPEDITION (CSX Lines), March 19—Chairman Norberto Prats, Secretary Edgar Vazquez, Deck Delegate Efrain Alvarez, Engine Delegate Jose Ramos, Steward Delegate Charles N. Ratcliff. Chairman announced everything running smoothly with no beefs or disputed OT. Educational director advised crew members to take advantage of upgrading courses available at Piney Point. Chairman read president's report from recent *Seafarers LOG* and talked about proposed merger of SIU and NMU. Suggestion made to receive 365-day pension credit for 180 days seetime per year. Another recommendation was for contracts department to look into prescription coverage for dependents.

GLOBAL SENTINEL (Transoceanic Cable Ship), March 22—Chairman Joseph J. Olson, Secretary Kent D. Rosiek, Educational Director Ronald J. Zach. Chairman thanked crew for job well done. Capt. Perez also thanked everyone for professional attitude and top performance on recent cable project. Delegates given room inspection sheets for room repairs. Educational director stated road to advancement is by upgrading at Paul Hall Center and reminded everyone of necessity of holding valid STCW certificate.

No beefs or disputed OT reported. Treasurer announced \$4,109 in ship's fund and secretary noted approval from captain for purchase of games for crew use. Two memos on NMU-SIU merger vote read and posted. Satellite dish to be repaired in Portland, Ore. Everything being set up for departing crew to clear Canadian customs. Special vote of thanks given to steward department for fine meals 24 hours a day and for keeping house clean—even with crew of 99. Next ports: Victoria, Canada; Portland.

GREEN ISLAND (Waterman Steamship), March 5—Chairman Michael Borders, Secretary McKinley Jones Jr., Educational Director Thomas P. Arthur, Deck Delegate Domingo Contreras, Engine Delegate Philip W. Zalewski, Steward Delegate Lataysha L. Roberson. Educational director reminded crew members to check STCW and z-cards for expiration dates and also bring TRBs up to date. He also stressed importance of upgrading skills at Paul Hall Center. Some disputed OT reported in steward department; no beefs noted. Chairman acknowledged receipt of letter from headquarters regarding new pay scale and manning. Suggestions made to have vacation days recognized as seetime for pension purposes and to separate living quarters of dayman and watchstander. Steward department given vote of thanks for outstanding barbecue.

MAERSK COLORADO (Maersk), March 19—Chairman Mohamed S. Ahmed, Secretary Hugh E. Wildermuth, Educational Director Everett Snow, Deck Delegate David Joseph, Engine Delegate Ray Avie, Steward Delegate Allan D. Bright. Chairman announced payoff in Long Beach, Calif. upon arrival. He thanked crew for job well done and reminded them to check expiration dates on endorsements and to wear hard hats when loading and unloading cargo. Educational director recommended taking advantage of upgrading courses at Piney Point. Treasurer announced \$498 in ship's movie fund. No beefs or disputed OT reported. Thanks given to steward department for great meals and service, and steward thanked crew for support and helping keep ship clean.

MAERSK TEXAS (Maersk), March 8—Chairman John M. Zepeda, Secretary Donna M. DeCesare. Chairman stated Coast Guard inspection went well. Ship looks great and everyone performed well. Repairs still needed on large washing machine, ice machine and left upper dryer. Secretary thanked crew members for helping keep house clean. Educational director stressed need to upgrade at Piney Point and be sure STCW certificates are current. Some disputed OT reported by deck delegate; no beefs or disputed OT in engine or steward departments. Everyone reminded to clean rooms thoroughly before payoff. Stand-bys available at halls. Clarification requested from company regarding money purchase pension plan. Next port: Long Beach, Calif.

MARINE COLUMBIA (ATC), March 31—Chairman Anthony J. Sabatini, Secretary John F. Huyett, Educational Director Emilio Maclara, Deck Delegate Jeff B. Turkus, Engine Delegate Detrieke P. Kelly. Chairman emphasized safety during upcoming work in Barbers Pt., Hawaii. He reminded crew to be especially careful while embarking/disembarking launch boat. Educational director emphasized importance of upgrading at Paul Hall Center and making use of facilities there to

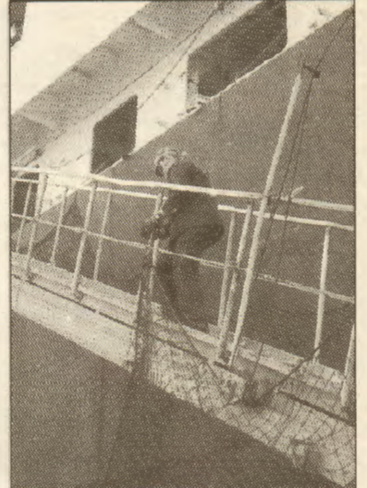
further educate and enhance careers. Treasurer announced \$1,300 in ship's fund. Approval given for purchase of new weights for crew gym. New curtains also ordered for all living and public spaces. No beefs or disputed OT reported. Suggestion made for contracts department to look into reducing time needed to collect vacation pay from 120 days to 90 days. Request also made for new washing machine, furniture for

PACIFIC (CSX Lines), March 5—Chairman Edward C. DeSoucey, Secretary Robert Mosley, Educational Director Carmine Barbati, Deck Delegate Theodore E. Doi, Engine Delegate Carlito V. Episcoco, Steward Delegate Cecil R. Husted. Chairman read and led discussion on president's report from latest *Seafarers LOG* about new ships being built. All crew members strongly welcomed news of modern fleet. Secretary advised

Innovation Comes to Port Elizabeth



SIU officials were on hand to greet crew members aboard the *OOCL Innovation* when it sailed into the port of Elizabeth, N.J. recently. They updated the Seafarers aboard the U.S. Ship Management vessel on union and maritime news and handed out, among other things, copies of the latest *Seafarers LOG*. At right, AB Thomas J. Kilbride readies the gangway, while at left (from left), GUDE Simeon Rivas, Electrician Brian J. Sengelaub and SA Richard F. Oliva check out the headlines in the *LOG*.



crew lounge, room keys and dart board. Next ports: Honolulu; Valdez, Alaska; El Segundo, Calif.

NAVIGATOR (CSX Lines), March 26—Chairman Edward J. Staelzel, Secretary Susano C. Cortez, Educational Director Daniel F. Dean, Deck Delegate Joseph Dallas, Engine Delegate Ross Himebuch, Steward Delegate Dominic N. Dacua. Chairman read response from VP Contracts Augie Tellez regarding suggestion on vacation pay. Educational director urged crew members to take advantage of upgrading opportunities at Paul Hall Center. He also noted \$240 collected for movie fund. Treasurer announced \$167 remaining in tuna fund. No beefs or disputed OT reported. Steward department thanked for great job, especially excellent meal of blackened tuna, sushi and sashimi prepared by Chief Steward Cortez and Chief Cook Dacua.

OVERSEAS PHILADELPHIA (OSG Ship Management), March 14—Chairman Lawrence L. Kunc, Secretary Dorothy Carter, Educational Director Kenneth Spivey, Deck Delegate Norman Tourtellot, Engine Delegate Apollinario S. Aguirre, Steward Delegate Mariano M. Martinez. Chairman related "job well done" from captain and announced ship heading to Alaska from Korea. Secretary going on vacation; new steward coming aboard. She stressed upgrading opportunities available at Paul Hall Center and reminded members to register and vote in November congressional and presidential elections. Educational director reminded everyone to check z-cards, STCW and other endorsements to make sure they're up to date. Treasurer announced \$1,500 in ship's fund. Deck delegate noted presence of gas fumes which needs to be checked. Suggestion made to receive vacation with at least 30 days aboard vessel and cut seetime from 120 to 90 days. This would put more jobs in halls. Thanks given for all good work aboard ship and for good food.

everyone to take advantage of upgrading facilities at Piney Point and make sure z-cards are current. Educational director also spoke about new fire fighting school at Paul Hall Center and reminded crew to be sure STCW certificates are kept current. He also stressed importance of contributing to SPAD. Treasurer announced \$40 in movie fund, \$65 in ship's fund and \$147 in cookout fund. No beefs or disputed OT reported. Crew members offered suggestions for future contract. Vote of thanks given to steward department for job well done, especially cookouts. Thanks also given to chief electrician for his help. Next ports: Tacoma, Wash., Oakland, Calif.; Hawaii—before heading to Guam and Hong Kong.

PAUL BUCK (Ocean Shipholding), March 12—Chairman William H. Buhrig III, Secretary Paul Sullivan, Educational Director Jimmie E. Thomas, Deck Delegate Kevin O'Callaghan, Engine Delegate Scott A. Lucero, Steward Delegate Adolphus C. Young. Chairman thanked crew members for their hard work. Steward echoed thanks, singling out Chief Cook Tammy Bingisser for exceptional job. Educational director stressed importance of upgrading skills at Piney Point. Repairs needed on starboard dryer and basketball hoop. Next ports: Selby, Calif.; Portland, Ore.; Ferndale, Wash.

USNS LITTLEHALES (Dyn Marine), March 5—Chairman John J. Bluit, Secretary Willie Toomer, Educational Director John M. Valle. Chairman informed crew of completion of voting on NMU merger. Secretary strongly urged members to upgrade at Paul Hall Center in order to stay competitive. Educational director noted all applications and information on courses available aboard vessel. Ship's fund to be started soon. No beefs or disputed OT reported. Suggestions made to lower minimum retirement age. Crew requested access to computer e-mail, separate from captain and officers. Next port: Aqaba, Jordan.

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.)

Pensioner Karlak Gives Back to Union

It seems to me that people today only know one thing—take, take, take. Seldom do I

read of the few that give back.

I have the SIU to thank for everything I own—for sailing their [contracted] ships at a good salary and under good conditions—and most of all for the excellent medical benefits.

Shortly after retiring in 1986, I was hospitalized for six weeks—and the union paid everything.

Once I became entitled to Medicare, which covers 80 percent of the costs, the union continued paying the remaining 20 percent.

If I were to have paid what the

union paid, I'd be wiped out of all my years of savings.

A number of times, I received a Christmas bonus from the union—something I never received ashore before joining the SIU.

To show my appreciation for everything the union has done for me, I am enclosing a donation to SPAD so the officials can continue their good work in Washington.

Walter Karlak
Woodside Queens, N.Y.

Contacting Members of Congress



On Capitol Hill

Crew members from the *M/V Integrity* recently asked that the *Seafarers LOG* publish mailing addresses for U.S. Senators and Congressmen. Here they are:

The Honorable (Name)
United States Senate
Washington, DC 20510

The Honorable (Name)
United States House of Representatives
Washington, DC 20515

Additionally, most members of Congress may be contacted by email. To locate an

address, go to www.senate.gov or www.house.gov. The SIU's web site (www.seafarers.org) provides links to those sites and to the White House under our "legislation" section.

When writing to members of Congress, whether via letter or email, remember to be concise. State your purpose, be factual and explain how legislation probably will impact you and others. If writing about a specific bill, include its name and number (House bills begin with H.R., Senate bills with S.).

Also be sure to include your name and return address.

The telephone number for the Capitol switchboard is (202) 224-3121.

Procedure for SIU Absentee Ballots

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

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

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

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

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

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

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

Registration Reminder:

This is a reminder that as of July 10, 2000, Seafarers must have taken an English proficiency test or received a waiver in order to register for employment. For more information, contact your port agent.

Know Your Rights

FINANCIAL REPORTS. The Constitution of the SIU Atlantic, Gulf, Lakes and Inland Waters District makes specific provision for safeguarding the membership's money and union finances. The constitution requires a detailed audit by certified public accountants every year, which is to be submitted to the membership by the secretary-treasurer. A yearly finance committee of rank-and-file members, elected by the membership, each year examines the finances of the union and reports fully their findings and recommendations. Members of this committee may make dissenting reports, specific recommendations and separate findings.

TRUST FUNDS. All trust funds of the SIU Atlantic, Gulf, Lakes and Inland Waters District are administered in accordance with the provisions of various trust fund agreements. All these agreements specify that the trustees in charge of these funds shall equally consist of union and management representatives and their alternates. All expenditures and disbursements of trust funds are made only upon approval by a majority of the trustees. All trust fund financial records are available at the headquarters of the various trust funds.

SHIPPING RIGHTS. A member's shipping rights and seniority are protected exclusively by contracts between the union and the employers. Members should get to know their shipping rights. Copies of these contracts are posted and available in all union halls. If members believe there have been violations of their shipping or seniority rights as contained in the contracts between the union and the employers, they should notify the Seafarers Appeals Board by certified mail, return receipt requested. The proper address for this is:

Augustin Tellez, Chairman
Seafarers Appeals Board
5201 Auth Way
Camp Springs, MD 20746

Full copies of contracts as referred to are available to members at all times, either by writing directly to the union or to the Seafarers Appeals Board.

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which an SIU member works and lives aboard a ship or boat. Members should know their contract rights, as well as their obligations, such as filing for overtime (OT) on the proper sheets and in the proper manner. If, at any time, a member believes that an SIU patrolman or other union official fails to protect their contractual rights properly, he or she should contact the nearest SIU port agent.

EDITORIAL POLICY — THE SEAFARERS LOG. The *Seafarers LOG* traditionally has refrained from publishing any article serving the political purposes of any individual in the union, officer or member. It also has refrained from publishing articles deemed harmful to the union or its collective membership. This established policy has been reaffirmed by membership action at the September 1960 meetings in all constitutional ports. The responsibility for *Seafarers LOG* policy is vested in an editorial board which consists of the executive board of the union. The executive board may delegate, from among its ranks, one individual to carry out this responsibility.

PAYMENT OF MONIES. No monies are to be paid to anyone in any official capacity in the SIU unless an official union receipt is given for same. Under no circumstances should any member pay any money for any reason unless he is given such receipt. In the event anyone attempts to require any such payment be made without supplying a receipt, or if a member is required to make a payment and is given an official receipt, but feels that he or she should not have been required to make such payment, this should immediately be reported to union headquarters.

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of the SIU Constitution are available in all union halls. All members should obtain copies of this constitution so as to familiarize themselves with its contents. Any time a member feels any other member or officer is attempting to deprive him or her of any constitutional right or obligation by any methods, such as dealing with charges, trials, etc., as well as all other details, the member so affected should immediately notify headquarters.

EQUAL RIGHTS. All members are guaranteed equal rights in employment and as members of the SIU. These rights are clearly set forth in the SIU Constitution and in the contracts which the union has negotiated with the employers. Consequently, no member may be discriminated against because of race, creed, color, sex, national or geographic origin.

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment opportunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

NOTIFYING THE UNION—If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President Michael Sacco at headquarters by certified mail, return receipt requested. The address is:

Michael Sacco, President
Seafarers International Union
5201 Auth Way
Camp Springs, MD 20746.

SEAFARERS PAUL HALL CENTER 2000 UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	July 10	August 4
	August 7	September 1
	September 4	September 29
	October 2	October 27
Lifeboatman	June 26	July 7
	July 24	August 4
	August 21	September 1
	September 18	September 29
Radar Unlimited	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

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	June 12	July 21
	August 28	October 6
Welding	July 31	August 18
	September 18	October 6
	October 16	November 3
QMED	July 31	October 20

Recertification Programs

Steward Recertification	July 10	August 7
Bosun Recertification	October 9	November 6

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)	July 3	July 14
	July 31	August 11
	September 4	September 15
	October 2	October 13
Basic Fire Fighting	October 23	November 3
	July 17	July 21
	August 14	August 18
	September 18	September 22
Government Vessels	October 16	October 20
	November 6	November 10
	June 19	July 7
	July 17	August 4
STCW Basic Safety (refresher)	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 17	July 21
	July 24	July 28
Tankerman (PIC) Barge* (*must have basic fire fighting)	August 7	August 11
	August 28	September 1
	September 4	September 8
	September 11	September 15
Tankerman (PIC) Barge*	October 2	October 6
	October 9	October 13
	October 30	November 3
	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.

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

RETURN COMPLETED APPLICATION TO: Paul Hall Center for Maritime Training and Education, Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2180.

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

6/00

Paul Hall Center Graduating Classes



Welding — Members of the engine department earning their certificates of achievement from the welding course on March 31 are (from left) Francis Yapching, Gustavo Osorio, Roy Matteson, Ali Rhoufiry, Buzzy Andrews (instructor), James Oling and Sjamsidar Madjidji.



ARPA — Completing the course in automatic radar and plotting aids on March 24 are (from left) John Arnold, Kenneth Boone, Daniel Cruz, Mark Klecz, R. Mark Cobb, James Watson and Mike Smith (instructor)



Tanker Familiarization/ Assistant Cargo (DL) —

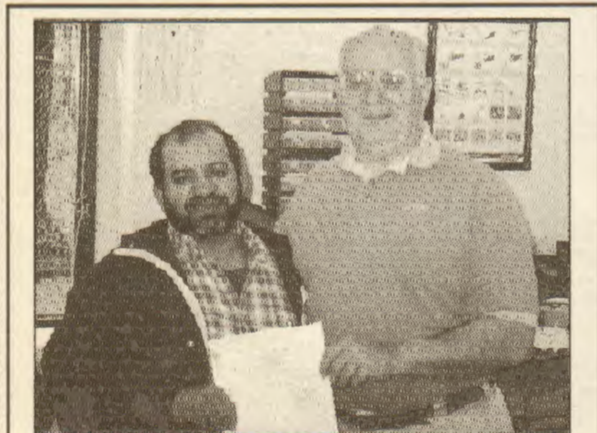
Earning their graduation certificates for completion of the tanker familiarization/assistant cargo (DL) course on April 14 are (from left, kneeling) Lisa Kitashima, Mike Frampton, Eduardo Ramos, Gregory Douglas, Ali Ali, Abdul Hassan, Donna Jacob-Scott, Malika Brown, David Jones, (standing) Albert Tircuit, Corinthis Thomas, Ali Rhoufiry, Keith O'Bryan, Shelia Lewis, Pedro Valdez, Donald Davis, Peter Kulyk, Rashad King, Steven Lamb, Larry Hogan, Shirley Winbush, Steven Kroner, Frank Bakun, Jay Linx and Jim Shaffer (instructor).



Deck Engine Utility — In their final phase of the unlicensed apprentice program are (from left) Larry Hogan, Rashad King, Steven Lamb, David Jones and Donald Davis.



LNG Familiarization — Graduating from the LNG familiarization course on March 24 are (in alphabetical order) Andre Bennett, Brock Booker, Larry Crawford, Ede DeOliveira, Miguel Guity, Maxwell Hassell-El, Donna Jacob-Scott, John Kolodziej, Luis Martinez, Curtis Nicholson, Jerome North, John Palughi, Dinh Thong and William Thomas. Their instructor was John Thompson.



Marine Electronics Technician — Instructor Russ Levin (right) congratulates QMED Mohamed Alsinai for passing the exam given by the FCC in global marine distress systems with radar endorsement. Alsinai completed the Marine Electronics Technician course at the Paul Hall Center on March 31.



Galley Operations — Finishing one of the required two-week modules in the galley operations curriculum are (in alphabetical order) Kaid Adam, Mohamed Ahmed, Terry Allen, Malika Brown, Donnie Cabanizas, Jonathan Gibson, Johanny Gonzalez and John Palughi. Chef/Instructor Ed White is third from left and Assistant Instructor Scott Burgess is fifth from left. (Note: not all the course participants are pictured.)

Paul Hall Center Graduating Classes



Advanced Fire Fighting — Earning their advanced fire fighting endorsements on April 14 are (in alphabetical order) Gregory Baker, Andre Bennett, Jeanmarie Berger, Scott Brady, Dorothy Carter, William Churney, Jioia De Leon, Heather Frizzelle, Alberto Insong, Kameron Kamaunu, Faustino Onato, Gustavo Osorio, Romeo Rivera, Wendelyn Sugui, Derrick Sullivan and Tom Woerner. Their instructor, John Smith, is at far right. This was the last class taught by Smith prior to his death last month from cancer



GED — Jason Foster and Elijah Huff (second and third from left) worked hard and made use of the academic department to earn their high school equivalency degree (GED). Congratulating the pair are Peggy Densford (left) and Joan Miles, both instructors at the Paul Hall Center.



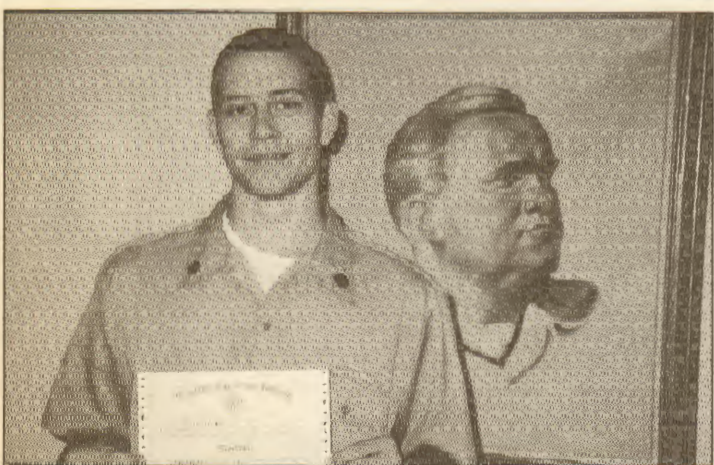
Able Seaman — SIU members enrolled in the AB curriculum in April included (in alphabetical order) Abdulaziz Ahmed, Mary Bado, Dionisio Baldevia, Bernard Beof, Jonathan Brown, Alvin Clark, Efrain Collazo, John Davis, Clifton Doonis, Jason Foster, Kathleen Holden, Reginald Johnson Jr., Benjamin Okazaki, Kenneth Salgado, Nathaniel Salter, Jeremy Thigpen, Eddie Thomas, Cornelio Villafior and Adam Walls. Their instructor was Barnabe Pelington.



Radar Observer — Standing on the construction site for the new radar simulator building are graduates of the radar observer class, which ended April 14. From the left are Steven Ruiz, Brock Booker, David Hinson, Mike Smith (instructor) and Richard Roel.

Chief Cook —

Learning some of the finer points in cooking from their instructors are (from left) Donnie Cabanizas, Chef Instructor Phyllis Rand, Crista Arnold, Susan Moe, Thalís Ealy and Richard Mata.



GED — Peter Pamepinto recently earned his high school diploma while training for his career in the merchant marine (unlicensed apprentice class 598). He stands beside a portrait of Paul Hall, previous president of the SIU who firmly believed that young people are the future of the SIU and that the SIU has the best-trained seamen in the world.



STCW Personal Safety — One component of the bosun recertification program is completion of the STCW personal safety class. From the left (front row) are Instructor Ben Cusic, Robert Lindsay Jr., John Mossbarger, David Kalm, Robert Wilson, Bernard Hutcherson (seated), Johnny O'Ferrell and Daniel Ticer. In the second row are Steven Ledermann, Rickie Burgess, David Campbell, Jeffrey Libby, Thomas Minton, Arthur Cross and Paul Matsos.



Vacation at Piney Point
 Enjoy a summer vacation with your family at the Paul Hall Center.
 See page 14 for information and rates.

Overseas Philadelphia Calls on North Korea

Historic Voyage Takes SIU Ship to Two Ports in Communist Nation

Deep sea mariners often cite the "chance to see the world" as an appealing part of their profession.

For Seafarers aboard the tanker *Overseas Philadelphia*, that opportunity extended to new territory earlier this year, as the vessel delivered grain to the North Korean ports of Nampo and Hungnam. That is believed to be the first time an SIU ship visited the communist country. Several other U.S.-flag vessels—including the SIU-crewed *Maersk Arizona* and *Overseas Vivian*—also went there at the same time.

"It was an experience," noted Recertified Steward **Dorothy Carter**, who provided the photos accompanying this article. "We talked quite a bit about the historic aspect of the trip, and it was kind of neat to go somewhere we hadn't been before."

Carter and some of her shipmates went ashore in Nampo in early February. Among those venturing through the three-hour tour (directed by Korean military personnel) were Bosun **Larry Kunc**, AB **Norman Tourtellot**, AB **Anecito Limboy**, OS **Ali Nasser**, OS **Larry Toston**, DEU **Apolinario Aguirre**, Carter and GSU **Majed Alsunbahi**.

Other than during the supervised sightseeing—the only kind permitted in North Korea—crew members "could leave the ship, but only stay around the port," Carter recalled. "To any other SIU members who happen to go there, please do as the authorities tell you. Because you'll be arrested if you don't."

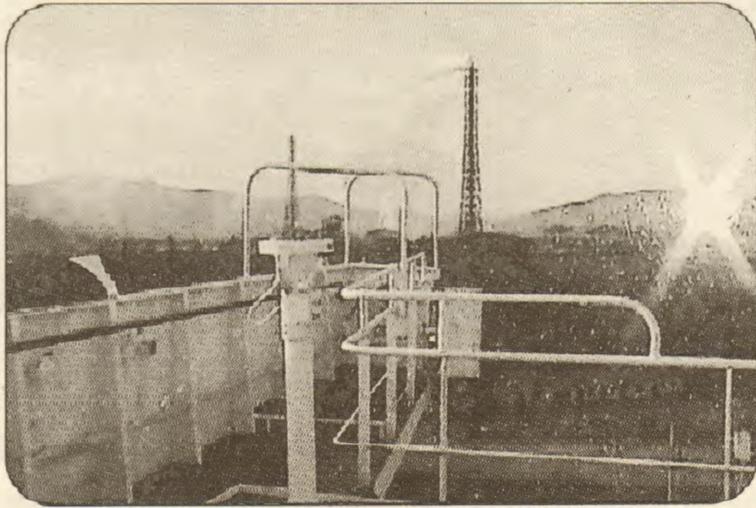
Tight security notwithstanding, the Nampo tour proved enjoyable for the Seafarers. The guides spoke English and assisted the crew members in communicating with other North Koreans.

"We saw sports arenas and monuments, the burial site of a political leader, and we went on a shopping expedition," said Carter, a 20-year member of the SIU. Fox hats, hand-made sweaters and a North Korean stamp collection were among the goods purchased by SIU members.

"My overall impression is that it's very regimented there," she continued. "There's security everywhere, armed guards. There's poverty in some areas. We could see kids trying to steal the wheat (at the port); you can tell they're hungry."

"It was a worthwhile experience, but I wouldn't do it again."

North Korea is located in eastern Asia, in the northern half of the Korean Peninsula bordering the Korea Bay and the Sea of Japan. China, South Korea and Russia are its border countries.



The photos above and at right of the port of Hungnam, North Korea were taken March 7 aboard the SIU-crewed *Overseas Philadelphia*.



Taking advantage of a rare opportunity to tour North Korea are SIU members from the *Overseas Philadelphia* along with three shipping agents and three officers from the vessel. The SIU members in the photo are Recertified Steward **Dorothy Carter** (front row, second from left), and (back row, left to right) GSU **Majed Alsunbahi**, OS **Ali Nasser**, AB **Larry Toston**, Bosun **Larry Kunc**, AB **Norman Tourtellot**, (second from right) DEU **Apolinario Aguirre** and AB **Anecito Limboy**.



Loaded with grain, the *Overseas Philadelphia* sails through ice en route to the port of Nampo, North Korea on February 7.

The Future of the SIU



The words printed at the bottom of this sign say it all: "Through this door walks the future of the SIU." Eight young people arrived in April at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. to enroll in the unlicensed apprentice program. These trainees, all citizens of Guam, are the first residents from that U.S. territory to sign up for the three-phase curriculum which will prepare them for a career at sea. Beginning the first phase training session are (in no particular order) **Samuel Lloyd**, **Ryan Legario**, **Michael Herrera**, **Kevin Ignacio**, **Joseph Benavente Jr.**, **Jerald Martinez**, **Christopher Dionio** and **Allyson Pangelinan**.