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The Seafarers Log

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

American Sealift, SIU Jobs Expand With New RO/RO

Seafarers Will Crew USNS Charlton, MSC's Latest Prepositioning Ship

SIU members soon will sail aboard the U.S. Military Sealift Command's newest prepositioning ship, the *USNS Charlton* (pictured at the National Steel and Shipbuilding Co.). Christened in San Diego, the 950-foot ship is almost complete and is slated for sea trials in April. Page 3.

Allied Adds Sea Raven

Allied Transportation Co.'s *Sea Raven* is running, signaling additional opportunities for Seafarers. The articulated tug and barge, recently launched after refurbishment, transports chemicals to and from ports between the Gulf Coast and New York. Among the first Seafarers to sign on the *Sea Raven* are Captain G.W. Urban (left photo) and Chief Engineer Walter Jarvis (right). Page 3.

Merger Voting Ends

Voting ended as scheduled on January 31 in the proposed merger of the SIU and the National Maritime Union. Balloting began on December 1. Among the Seafarers casting a vote were inland Cook James Neuner, pictured at the SIU hall in St. Louis. Page 2.

Runaway-Flag Cruise Lines: Another Fine, More Mishaps

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President's Report

Register and Vote

This new year has so much potential and possibility for all of us. New ships—with their new jobs for Seafarers—will come on line throughout 2000. As we all know, the addition of these vessels did not appear overnight. For years, the SIU and the rest of labor worked with the maritime industry, government officials and members of Congress to make this happen.

Michael Sacco

Many of you know how long it took for the Maritime Security Program to go from an idea to a law. Original legislation was proposed to the Senate in 1992. Committee hearings were held. SIU officials met with industry representatives and legislators to craft a measure. The proposal was modified and amended several times before the House of Representatives and the Senate passed the act, then President Clinton signed it in 1996.

During that time, one presidential election and two congressional elections were held. The White House went from Republican to Democrat, while the Congress changed from a Democratic majority to one led by Republicans.

We kept the Maritime Security Program alive during those five years, thanks to your voluntary donations to SPAD. Those donations helped open doors so SIU officials could meet with members of Congress to discuss the need for maritime legislation and its importance to the citizens of their districts as well as for the whole country.

SPAD is just one important factor in this procedure.

The other is your participation in the election process.

The year 2000 is a presidential and congressional election year. Americans now are deciding whom they want to lead the country over the next four years. The presidential primaries are under way, while races for other elective positions are just getting started.

Seafarers, pensioners and their families have always been active in all aspects of politics. They meet with their elected officials, write them, call their offices and get involved in the campaigns of those who stand up for our issues.

Seafarers, pensioners and their families also register and vote.

Post-election surveys taken in the last couple of years have shown a greater percentage of union households voting than the general population.

Union members know the importance of electing men and women who understand their needs and concerns and will fight for them. Concerning this upcoming election, just look at some of the issues already being debated among the presidential candidates: Social Security, education, Medicare, health care and the minimum wage. These are topics that affect all of us.

While these issues are making the nightly news shows, Seafarers continue to ask candidates what they think about the vital role the U.S.-flag merchant fleet plays in national defense and the economy.

Thanks to you, our concerns continue to be heard. And, because of you, new ships are being built with Seafarers climbing the gangways.

Now is the time to make sure your voice is heard. Make sure you are registered to vote. On page 14 in this issue of the *Seafarers LOG* is a chart with a state-by-state breakdown of when registration ends, when primaries are held and when polls are open. Don't wait until the last minute; check your status now.

If you aren't registered, do it now. If you are registered, make sure family members and friends are, too. If not, take them to the voter registration office and get them on the rolls. Let them know their vote counts. If they don't believe an individual vote makes a difference, tell them about the pro-labor candidate who was elected to the Virginia state senate last year by fewer than 40 votes out of thousands upon thousands cast. Or recount how union members worked together in California in 1998 to tell their friends and neighbors how Proposition 226's "paycheck deception" would limit the voice of working people in the political process. That measure went from 70 percent of the population in favor of Proposition 226 in February to a 54-46 defeat of the measure in June.

The stakes are too high to sit at home (or on ship) and say "my vote doesn't matter." If Seafarers followed that feeling, we wouldn't have the Maritime Security Program and all of these new jobs.

I thank those of you for your continued involvement—for voting, writing letters, calling, talking with your elected officials and donating to SPAD. Let's keep up the good work and stay active in 2000.

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Voting Ends on SIU-NMU Merger

Tallying Committee Will Report to Membership

Checking in at the New York hall to cast his ballot is AB Alvin Jackson (left), pictured with Safety Director Jack Sheehan.

Chief Steward Edward Tully (left) is ready to vote at the SIU hall in Piney Point, Md., after receiving materials from SIU Port Agent Edd Morris.

Voting ended as scheduled on January 31 in the proposed merger of the SIU and the National Maritime Union (NMU). Balloting began December 1.

The next step is the election of an SIU tallying committee consisting of six full book members (two from each of the three departments). They will be elected at the membership meeting February 7 in Piney Point, Md. The committee members then will count the ballots and prepare a report to the rest of the membership.

A similar election took place during the same time period in the NMU.

As reported in previous issues of the *Seafarers LOG*, if the members of both unions accept the resolution, then a merger committee (consisting of officials from the SIU and NMU) will continue its work to draft the specifics regarding seniority, job security, training and other topics.

Additionally, as noted on the ballot, the merger would require changes in the SIU constitution. Those amendments would be presented to the membership during the regularly scheduled officers' election in late 2000.

SIU members at the New Orleans hall said the mechanics of the balloting went well.

"It was very smooth," stated Chief Steward **Joseph Birke**. "I was given the paperwork to vote with, and the envelopes. I put my vote in one envelope, then sealed it in the other and mailed it myself. It was a good process."

Recertified Bosun **Hugo Dermody** described voting as "easy going. I hope everybody voted. Everything here was well-marked and easy to understand. The decision should be easy, too."

MarAd Increases U.S. Vessel Count

Change More Accurately Assesses Size of U.S.-Flag Fleet

The official U.S.-flag vessel count will better reflect the number of crafts available to handle commerce because the U.S. Maritime Administration (MarAd) will include tugs, barges, ferries and other work vessels.

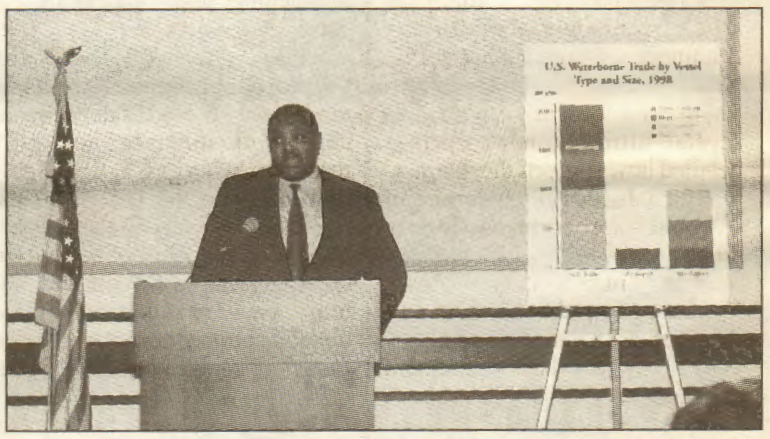
"It is time to reflect in our numbers the true size diversity of the U.S. fleet," MarAd Administrator Clyde Hart told the Washington, D.C. Propeller Club last month in announcing the Department of Transportation agency's new system for figuring the number of vessels sailing under the American flag.

In the past, MarAd's "U.S. Merchant Marine Data Sheet" listed only the number of large, self-propelled, deep-draft ships within the U.S.-flag fleet. Effective immediately, the report —which will be issued at least twice a year—will continue to include what had been counted and add many other vessel types, from large oceangoing barges to riverboats and ferries, as long as they are active. The new calculations reflect the changing nature of the industry, including the use of integrated tug/barges in place of cargo vessels.

"The new product we are introducing today is more comprehensive, more illuminating and will provide a sounder base for businessmen and analysts to determine trends and act accordingly," Hart noted during his January 13 presentation.

The head of MarAd pointed out the U.S.-flag fleet is composed of "about 38,000 vessels that Americans can depend upon to deliver the goods they need and want. The diversity in this fleet is no less amazing. Nearly 37,000 of these vessels are cargo carriers actively engaged on our nation's waterways."

The updated figures which reflect the fleet's size as of January 1, 1999 include:



MarAd Administrator Clyde Hart explains a chart showing how the Department of Transportation agency will include more vessels and barges in tallying the size of the U.S.-flag fleet.

- 29,545 cargo-carrying vessels of which 2,948 are larger than 1,000 gross tons;
- 1,491 passenger vessels (including ferries) with the combined capability of carrying more than 410,000 people;
- 5,446 tugs and towboats;
- 1,424 crewboats, including oil industry supply and utility vessels;
- 25,698 barges and 613 powered vessels moving cargo on inland waterways;
- 409 vessels sailing in foreign trade;
- 2,443 ships and barges in the domestic coastal trade; and
- 206 ships and barges operating on the Great Lakes.

Jones Act Support

While announcing the new system for calculating the fleet's size, Hart touched on several other issues during his 30-minute address.

He reaffirmed the agency's strong support for the Jones Act and the Passenger Vessel Services Act—the nation's cabotage laws.

"The Jones Act has been a cornerstone of the U.S. maritime policy in every administration since its passage 80 years ago. In these days of the new century—here, now—it remains relevant for America's economic health and its national security."

Hart noted critics of the cabotage laws always ask if the measures are necessary and fair.

He answered by pointing out more than 40 nations, including the major economic powers of Europe and Asia, have similar laws to protect the interests of their citizens.

"Let me quote [U.S. Air Force] General Charles Robertson, commander-in-chief of the U.S. Transportation Command. He said, 'Without the laws requiring the use of U.S.-owned, -built and –crewed vessels for cargo movement between U.S. ports, the U.S. maritime industry—a critical member of our defense transportation system—would wither. And maritime readiness would be severely degraded, if not crippled.'

"The Jones Act protects U.S. interests and that's ethical enough for me," Hart stated.

Continued on page 4

Maritime Agenda Awaits Congress

Efforts Being Considered to Strengthen U.S.-Flag Fleet for New Century

Maritime issues are among the many topics on the agenda as legislators return to Capitol Hill for the second session of the 106th Congress.

Along with bills dealing with raising the minimum wage, strengthening Social Security and Medicare, providing funds for public school construction and looking at more affordable health care for all Americans will be measures seeking to strengthen the U.S.-flag merchant fleet.

Late last year, a bipartisan team from the House of Representatives and the Senate proposed legislation to make the U.S.-flag fleet more competitive in international commerce.

"The elected officials want to make sure American-flag ships can compete worldwide," noted Terry Turner, SIU director of government relations. "They are looking for a way to level the playing field between U.S.-flag shipping and foreign-flag operations."

That measure, known as the National Security Sealift Enhancement Act, addresses several tax issues. One part of the bill would extend the existing income tax exclusion for Americans working overseas to U.S. merchant mariners. Another calls for the owner of a U.S.-flag vessel operating in international trade to be able to fully deduct that ship in the year in which the vessel is acquired and documented under the American flag. Other components would include "alternative minimum tax relief" on shipping income and expand the expense deductions arising from conferences or other meetings aboard U.S.-flag cruise ships.

In introducing the National Security Sealift Enhancement Act (S. 1858) to his colleagues, Sen. John Breaux (D-La.) said he did not want to exempt the owners of U.S.-flag ships from paying U.S. income taxes. Rather, he was seeking to "alleviate the tax burden on the U.S.-flag fleet.

"The Congress must take aggressive action to preserve our fleet of U.S.-flag vessels, while creating incentives for new, modern ships to be registered under the U.S. flag," added Breaux.

The measure also was introduced in the House as H.R. 3225 by Reps. Jim McCrery (R-La.) and William Jefferson (D-La.).

While hearings are expected to be held on the bills during 2000, none had been scheduled in either the House or the Senate as the *Seafarers LOG* went to press.

Another matter of concern to the American maritime industry is the need to find a funding formula that will permit the continued dredging of America's harbors and shipping channels.

Congress has been considering how to fund harbor and waterway maintenance projects that will be fair to all who use the nation's waterways. This debate has been going on since the Harbor Maintenance Tax was ruled unconstitutional by the U.S. Supreme Court in 1998.

Maritime interests will be trying to gain more funds for the Title XI shipbuilding loan guarantee program, which was used throughout the last decade to construct in U.S. yards commercial vessels sailing under American and foreign registries.

In the mid-1990s, the govern-

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For Runaway-Flag Cruise Workers, It's Anything But Smooth Sailing

NY Times Spotlights Crews' Hardships; 2 FOC Lines Make Other Unwanted News

Two Miami-based, runaway-flag cruise lines seemingly cannot stay out of the news.

Since late December, Royal Caribbean and Carnival Cruise Lines have racked up more negative publicity, continuing a fairly constant pattern that started with the *Ecstasy* fire in 1998.

The latest fiascoes:

■ On Christmas Eve, *The New York Times* published a front-page article examining the working conditions of crew members on runaway-flag passenger ships. The lengthy article—reprinted in several affiliated newspapers—detailed how some of the mariners pay for jobs that often consist of long hours, low wages and little to no recourse.

■ In mid-January, Royal Caribbean agreed to pay $3.5 million to Alaska in a settlement to a civil lawsuit. The settlement stemmed from Royal Caribbean's dumping of hazardous materials in Alaskan waters, and it is in addition to the record $18 million in pollution fines that the company last year agreed to pay.

■ Shortly after midnight on January 12, the Carnival ship *Celebration* caught fire and drifted for six hours in the Caribbean. According to press reports, the more than 1,500 passengers were told remain in place, due to limited lighting.

■ Several passengers are threatening legal action in the wake of Carnival's pricey "millennium cruise" aboard the *Paradise*. Engine problems reportedly forced the ship to change its itinerary, and as a result, many disgusted passengers flew home to the U.S. from the Bahamas.

Some of them have posted complaints on the internet, at http://www.starshiptravel.com/complaints.htm. One described the *Paradise* trip as a "floating nightmare."

While many news reports in the past 12 months have focused on how runaway-flag cruise lines in the U.S. avoid paying taxes or adhering to this nation's labor or environmental laws, last month's *Times* piece (written by Douglas Frantz) concentrates on the crews.

"Long hours and subsistence wages are part of their contracts, as is the threat of being fired without notice or cause," he wrote.

The story mentions that "record number of passengers are packing bigger and grander ships," and the runaway-flag companies are raking in huge financial rewards. Carnival, for instance, pockets $2.8 million per day in profits.

Crew members aren't sharing in that windfall. Frantz reported that the mariners, often from Third World nations, "routinely work 80 to 90 hours a week without extra pay" for hours exceeding the contracted amount. Some earn as little as $50 per month, though they can earn more through tips.

Inadequate medical treatment is another key issue: "Crew members sometimes find themselves shipped home or living on a few dollars a day in sick wages while waiting for care."

Another concern Frantz noted, is mariners paying for their jobs, such as the Norwegian Cruise Line kitchen worker who paid a month's wages (about $400).

"Those at the bottom of the heap are most likely to have paid a fee to get their job, to have paid their own air fare, to know the least about their rights and to have little chance for advancement," Frantz wrote.

The writer added that the runaway-flag cruise line issues have caught the attention of some members of Congress. They have described the companies as operating "inside our waters and outside our laws."

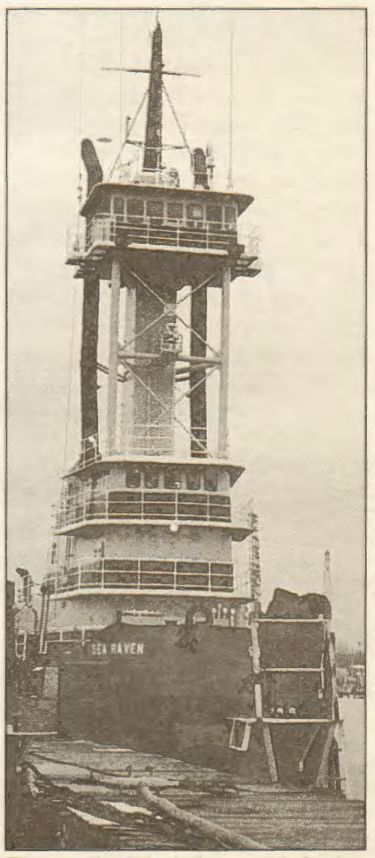
Union Welcomes Allied's Sea Raven

The SIU recently gained new jobs when Norfolk, Va.-based Allied Transportation Co. added the articulated tug and barge *Sea Raven* to its fleet.

The unit carries a crew of eight. It transports chemicals to and from ports between the Gulf Coast and New York.

Allied acquired the vessel approximately one year ago. The tug underwent "mostly cosmetic" repairs in Norfolk, while the barge "was rebuilt in Baltimore," noted Jeffrey Parker, vessel operations manager at Allied.

The *Sea Raven* has a 24,000-ton carrying capacity. It is 530 feet long, with a 76-foot beam and a 7,200 hp engine.



The articulated tug and barge *Sea Raven*, a chemical carrier, represents new employment opportunities for Seafarers.

Among those crewing the 530-foot unit are (above) AB/ Tankerman Gary Reynolds, (below) AB William Hudgins Jr. and (bottom) Cook/OS Robert Mathews.

RO/RO's Sea Trials Scheduled for April

USNS Charlton Signals New Jobs for Seafarers

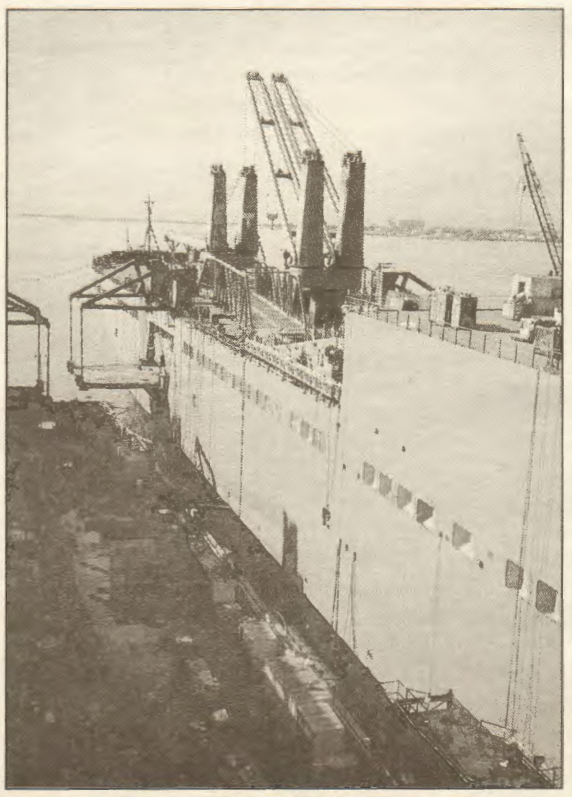
The *USNS Charlton*, a new roll-on/roll-off (RO/RO) ship which soon will be crewed by SIU members, is slated for sea trials in April.

The 950-foot vessel was approximately 85 percent complete as of late January. San Diego-based National Steel and Shipbuilding Company (NASSCO) in December conducted a ceremony during which the vessel was released into the harbor.

One of 14 new builds scheduled as part of an initiative to bolster U.S. sealift capability, the *USNS Charlton* has 390,000 square feet of cargo space. It will be assigned to the U.S. Military Sealift Command (MSC), carrying prepositioned U.S. Army equipment, vehicles and supplies to key locations worldwide.

As with most of the other recent new builds in the strategic sealift program, the *USNS Charlton* is named in memory of a Medal of Honor recipient. U.S. Army Sergeant Cornelius H. Charlton is a posthumous recipient of the U.S. Army Medal of Honor for his heroic actions during battle in Korea in 1952.

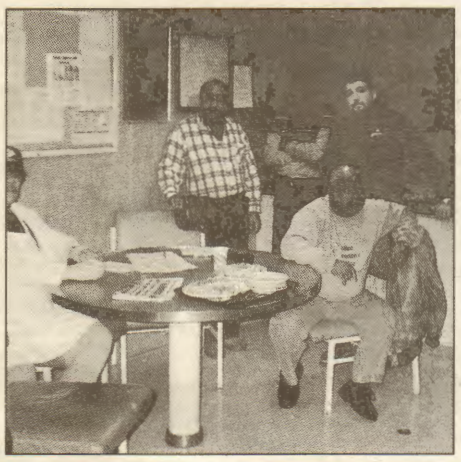
The keynote speaker at the christening was Major General Mario F. Montero Jr., U.S. Army assistant deputy chief of staff for logistics. Other speakers included Rep. Brian Bilbray, (R-Calif.); Vice Admiral Gordon S. Holder, commander of MSC; Rear Admiral Dennis Gilbert Morral, U.S. Navy program executive officer for expeditionary warfare; and Richard H. Vortmann, president of NASSCO.

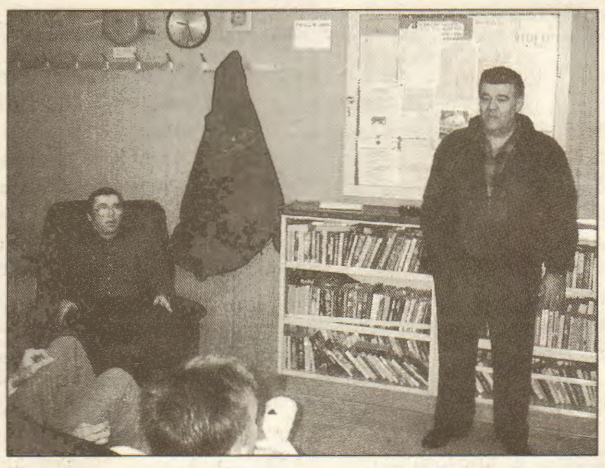


Seafarers will crew the *USNS Charlton* later this year. The prepositioning ship is the newest vessel in MSC's fleet.

Sea-Land Seafarers Welcome Sacco, Tellez

SIU members aboard the *Sea-Land Express* (top photo) and the *Sea-Land Quality* (two photos below) recently welcomed SIU President Michael Sacco and SIU VP Contracts Augie Tellez aboard the ships in Port Elizabeth, N.J. The union officials and crew members discussed the proposed SIU-NMU merger and other issues affecting Seafarers' livelihoods. Sacco is pictured fourth from the left in photo above, Tellez second from left.





SIU's Baltimore Hall Relocating to Essex St.

Seafarers in Baltimore can look forward to a new SIU hall opening there sometime this spring.

The facility, located on Essex Street, will replace the current hall, located on East Baltimore Street. It is a one-story building with a loft office in the back.

Most recently used as an art studio, the structure is 2,400 square feet. It is situated in a more modern and generally more appealing area than the existing hall.

Modifications to the newly acquired property are needed to facilitate efficient operations. They are being scheduled through the Baltimore Building Trades, AFL-CIO.

Mobile Official Harold Fischer Passes Away

Longtime Mobile, Ala. port official Harold Fischer passed away on September 4, 1999 following an extended illness. He was 83 years old.

Brother Fischer joined the SIU as a charter member in December 1938 in his native Mobile. His book number was F1.

After sailing in the engine room, he came ashore in 1943 to work in the Mobile hall. He served in the Army from 1944 to 1946, then returned to the SIU as an official in the southern Alabama port.

Except for a stint in San Francisco from 1950 to 1953, Brother Fischer was assigned to Mobile until his retirement in 1978.

"He was not just liked by the members of this port, he was revered," recalled SIU Mobile Port Agent Ed Kelly. "He would do anything for anybody."

His widow, Nellie, told the *Seafarers LOG* how grateful she was when many Mobile-area retirees attended Brother Fischer's funeral. "There were so many of them, I couldn't believe it. They even wrote a special tribute to him which one member read. He definitely was a union man," Mrs. Fischer said.

Harold Fischer

Besides Mrs. Fischer, he was survived by his daughter, three grandchildren and two great grandchildren. He was buried at Pine Crest Cemetery in Mobile.

SMPPP Administrator Provides Plan Update

Editor's note: The following article was written by Lou Delma, administrator of the Seafarers Money Purchase Pension Plan. It is an update for plan participants.

As we begin the new century, the SMPPP is taking steps necessary to send year-end account summaries to all participants. As always, these summaries will be in the mail before the end of March.

Meanwhile, we thought it would be a good time to recap exactly how the plan works and, in the process, hopefully answer any questions that still might remain on this plan.

As you probably know, the plan has only been around since June 1996. Since its inception, the number of participants has jumped to nearly 5,400 participants at year-end.

Plan assets, including both realized and unrealized income, are over $6.2 million. During the 3.5 years that have passed, the plan has received more than $5.8 million in employer contributions with another $52,000 in participant contributions.

The plan is pleased to announce once again that our investment manager, Morgan Stanley Dean Witter, has reported that annualized earnings on the account are 12.86 percent with a total return from inception through December 31, 1999 of 34.36 percent. Although those numbers are unaudited, they reflect an accurate representation of how the account is doing.

While the plan continues to grow, we have been successful in keeping expenses in check as operating expenses directly attributable to the plan are approximately 4.2 percent.

Earnings on the account will be distributed to participants based on each individual participant's account total, as it compares to the overall account total on a percentage basis. Expenses directly related to this account are allocated to each participant in the plan equally.

For example, let's assume the total account was valued at $5 million and the account was to earn 10 percent or $500,000. Let's further assume that participant Z had $5,000 deposited in his or her name. Since $5,000 is .1 percent of the total account, that participant would earn .1 percent of the $500,000 earned or $500.00.

Furthermore, if plan expenses amount to $200,000, based on 5,400 participants, each participant account would be charged approximately $37.00.

Direct contributions to the plan for an established account are permissible; however, the plan cannot accept contributions in excess of 10 percent of a participant's gross annual income. For this reason, it is difficult to accept a deposit from an individual without detailed information, because when the payment is received we likely have no way to tell if the payment exceeds that 10 percent maximum allowable by law.

However, payments will be accepted if they are accompanied by a current pay voucher verifying that the contribution is within the guidelines. As always, payments through a vacation deduction can be made by signing the required authorization form which can be obtained at any port or writing to the Plan Office.

All participants should have received a Summary Plan Description Booklet. If you do not have one or would like a new one, please contact the Plan Office at 5201 Auth Way, Camp Springs, MD 20746. For account balance inquiries please call Basil Castrovinci, Associates at 1-800-485-3703. For all other inquiries on the Plan, please contact the Plan at above address or call 301-899-0675.

Marine Cooks & Stewards Pension Increases by 14%

The Board of Trustees of the Marine Cooks & Stewards (MCS) Supplementary Pension Plan recently approved the following benefit improvements, as recommended by the plan actuary:

- Effective January 1, 2000, all present and future pensioners or pensioners' beneficiaries will receive a 14 percent benefit increase.
- All current MCS Supplementary Pension Plan pensioners or pensioners' beneficiaries will receive a one-time lump sum payment of $500.

Both the lump sum payment and the 14 percent adjustment will be included with each eligible participant's pension check issued no later than February 2000.

The letter sent last month to plan participants noting the aforementioned benefits, also pointed out that "all future applications for the MCS Supplementary Pension Benefit must be submitted to Plan headquarters at 5201 Auth Way, Camp Springs, MD 20746. This change will not have any effect on the issuance of monthly benefits in the future."

MarAd Changes Way of Counting U.S. Vessels

Continued from page 2

Other Topics

He noted with pride the effort under way to build two new passenger ships in an American yard. (These are the two American Classic Voyages ships announced in the April 1999 issue of the *Seafarers LOG*, which will sail in the Hawaiian trades under the United States Lines' banner.)

He said MarAd is working with the rest of the Transportation Department to implement a blueprint to meet the nation's transportation needs by the year 2020.

He reminded the audience, which included his predecessor retired Admiral Albert Herberger, of the many Title XI loan guarantees issued by MarAd during the 1990s for vessel construction and shipyard modernization.

Finally, Hart proclaimed safety would remain "our North Star" within the industry.

"We should all be proud of the exacting safety and environmental standards that our nation demands of the maritime industry in shipbuilding and repair, in operations on the sea and the waterways.

"America has the best mariners and finest ships and shipyard personnel in the world.

Maritime Issues on Congressional Agenda

Continued from page 3

ment funded the program at $50 million, which equates to $1 billion in new construction. However, the U.S. Maritime Administration budgeted only $6 million for Title XI in Fiscal Year 2000 and is proposing the same amount for FY 2001.

Congressional retirements made news during the holiday recess. Among the legislators announcing they would not run for reelection was Rep. Herbert Bateman. The nine-term Virginia Republican, a longtime supporter of the U.S.-flag fleet, is the chairman of the House Merchant Marine Panel within the Armed Services Committee.

The chair of the House Merchant Marine Panel, Rep. Herbert Bateman (R-Va.), announced he would retire at the end of this session of Congress.

Union Membership Increases Again

New Data Shows Largest Growth in 20 Years

More and more workers are saying, "Union, yes!"

Union membership increased by more than 265,000 in 1999, according to figures released January 19 by the Bureau of Labor Statistics. That marks the largest annual membership growth in more than 20 years.

The number of union members in the U.S. increased from 16.21 million to 16.48 million. In addition, the percentage of U.S. workers who have a union remained steady at 13.9 percent, reversing a trend of decline and despite strong overall job creation.

Union membership increased by 112,493 in the private sector, nearly double the size of the only other such annual increase in two decades. The 1999 private sector growth eclipsed the entire 1998 union membership growth of 101,000 public and private sector workers.

The percentage of private sector workers who have a union also remained statistically steady, stopping the decline since 1978.

"We're turning the corner, but we're not at our destination yet," said AFL-CIO President John J. Sweeney. "Today's data indicate that our renewed emphasis on helping working people form unions is having an impact. Our challenge for the future is to remain focused and to broaden our efforts. It's crucial for unions to continue to grow if working men and women are going to have a stronger voice in the issues that matter to them most."

The federation of trade unions, to which the SIU is affiliated, pointed out that much of the growth was due to more workers forming unions in the last few years, and some was due to growth in the economy.

At least 600,000 workers organized unions in 1999, according to internal AFL-CIO and affiliate union data—an increase of more than 25 percent over 1998. Some unions had their best organizing year in recent history. Nearly 50,000 workers joined both the UAW and the IBEW, for example, and more than 150,000 joined SEIU.

Some of those gains are offset by retirements, plant relocations or closures, and other factors. Similarly, AFL-CIO Organizing Director Kirk Adams pointed out that in order to continue growing (as a percentage of the work force) in a rapidly expanding economy, unions must organize between 500,000 and a million workers per year.

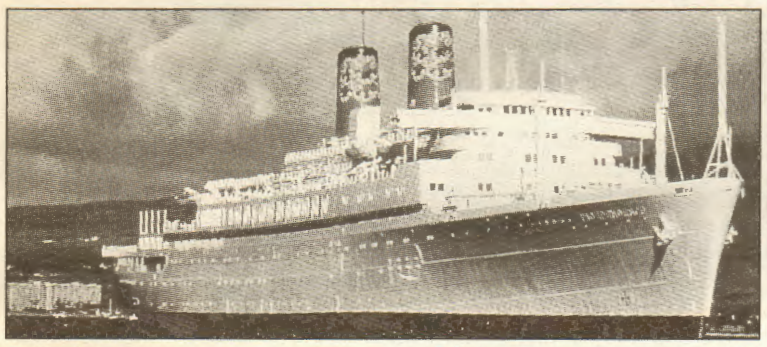
In some sectors, last year's growth represents a combination of organizing and an increase in union jobs. In construction, for instance, union density has been dropping since the 1960s, but showed an increase from 17.8 to 19.1.

Union membership in the public sector also grew by 152,788. The percentage of public sector workers who have a union decreased slightly, from 37.5 percent to 37.3 percent.

More workers are forming unions because they want a say in issues that affect them at work, such as wages, benefits and working conditions, according to recent polling and reports from organizing campaigns.

"As low-wage, service and temporary jobs increase, many Americans find themselves without benefits or a steady paycheck," the federation noted. "Unions are a way for workers to turn that trend around and ensure they gain in prosperous times."

Indy Makes History At Pearl Harbor Yard



Following two weeks in dry dock, the *SS Independence* resumes its week-long cruises to five ports of call in the Hawaiian islands.

The SIU-crewed *SS Independence* underwent routine maintenance last month in Hawaii, but in one respect the upkeep proved momentous.

The cruise ship became the first commercial vessel ever in a regularly scheduled dry dock at the U.S. Navy's Pearl Harbor complex. In 1985, the SIU-crewed *SS Constitution* (the sister ship of the *Independence*) was docked there for emergency repairs.

SIU-contracted shipowner American Classic Voyages said the two-week tune-up benefited the company, the Navy and the State of Hawaii.

"A local docking means that the *Independence* does not lose a week of service in transit to and from the U.S. mainland for repairs, as it did in 1997. The U.S. Navy leases a dock that would otherwise have been idle, and local workers and suppliers benefit from the project's positive economic impact," the company stated in a press release.

The inspection and repairs employed 700 Hawaii workers.

Launched in 1951, the *Independence* was refurbished in 1994 and 1997.

An American Classic Voyages subsidiary, United States Lines, later this year is scheduled to launch the reflagged and modified *Patriot*. The company also has contracted for two new 1,900-passenger cruise ships slated for service in 2003 and 2004, respectively. All of those vessels will be crewed by Seafarers.

Union Squashes Y2K Bug

SIU headquarters, which includes the union plans and accounting departments (among others), apparently went unaffected by the once-dreaded Y2K bug.

Management information systems (MIS) personnel at the Camp Springs, Md. facility long ago initiated preventive measures aimed at thwarting potential Y2K problems. Those steps included installing various Y2K compliant software, reworking the phone system and modifying the internal mechanics of the medical claims system.

"Thus far, we haven't experienced any Y2K problems whatsoever," said Wally Schmidt, the union's MIS director, in mid-January. "We're reasonably confident that if anything pops up in the next few weeks, it will be very minor."

The Y2K bug stems from the widespread use of two digits, rather than four, to signify the year in some software applications, hardware chips and computer databases (for example, 12/22/99). Programmers, information specialists and many others had warned of potential difficulties in the year 2000 when the year is "00" and some computer based systems cannot differentiate it from 1900.

According to news reports, most Y2K glitches through early January had been fairly minor. But that success came at a cost—worldwide, literally billions of dollars were spent on preventive Y2K efforts.

Census Will Impact Congress, States

At Stake: Assigning $185 Billion in Annual Federal Funds

Election Day isn't the only period this year that promises a deep and broad impact on American politics.

The 2000 census, commencing April 1, will be the basis for reapportionment next year of seats in the U.S. Congress and in state and local legislative districts. Based on population shifts, some states as well as their legislative districts may gain or lose representation.

Census data also is used in allocating approximately $185 billion in federal funds each year—money earmarked for such projects as road and transportation planning, school construction, housing development and dozens more. Additionally, local governments and businesses use the information.

The U.S. Constitution requires a nationwide census every 10 years. All census information submitted by individuals is confidential and is not shared with any other agencies.

There are two types of census forms: short and long. The short form asks seven questions and takes about 10 minutes to complete, according to the Census Bureau. Approximately 83 percent of households receive the short form.

The rest receive the long form, covering 34 subjects and requiring 40 minutes or so to complete.

Census Schedule*

Mid-March: Deliver census questionnaires

April 1: Census Day

March-May 2000: Census takers visit housing units in rural and remote areas to drop off and/or pick up forms

Late April-Early July 2000: Census takers visit housing units that did not return census forms

October-November 2000: All field work completed

December 31, 2000: Apportionment counts delivered to the president

April 1, 2001: All states receive redistricting counts

*Source: U.S. Census Bureau

Shipboard Seafarers Can Be Counted

As was the case 10 years ago, SIU members who are aboard ship on Census Day (April 1) may identify "home" as a place ashore or the vessel itself.

According to the Census Bureau, "Crews of U.S. flag merchant vessels engaged in inland waterway transportation are counted at their usual onshore residence (the place where they live and sleep most of the time when they are onshore).

"Crews of U.S. flag merchant vessels docked in a U.S. port or sailing from one U.S. port to another U.S. port are counted at their usual onshore residence if they report one (the place where they live and sleep most of the time when they are onshore) or otherwise on the vessel."

Unlike in 1990, however, mariners aboard ships sailing to, from or between foreign ports will not be counted as part of the U.S. overseas population. This change essentially was made because of logistical difficulties in counting all U.S. citizens overseas (not just mariners).

Those mariners sailing to, from or between foreign ports will be counted at their usual onshore residence if they report one, or otherwise on the vessel.

The bureau was scheduled to mail census materials by late January or early this month to U.S.-flag shipping lines, in sufficient quantities to provide every mariner (and passenger) with a chance to be counted.

Former SUP President Dempster Passes Away

Paul Dempster

Paul Dempster, former president of the Seafarers-affiliated Sailors' Union of the Pacific (SUP), passed away December 17 in a Concord, Calif. hospital. He was 71.

Dempster served as SUP president from 1978 to 1990. He also had been president of the San Francisco Central Labor Council and the San Francisco AFL-CIO Port Maritime Council of the Maritime Trades Department.

He joined the SUP in 1949 and sailed as a bosun and AB.

"Paul was a down-to-earth, reliable guy who was very strong in negotiations," stated retired SIU Vice President West Coast George McCartney.

Dempster, a native of Hawaii, served in the U.S. Marine Corps during World War II.

He is survived by his wife of 37 years; his daughter; two sisters; and three grandchildren.

According to Dempster's wishes, his ashes were scattered at sea from the deck of the *Matsonia*.

Retired SIU VP West Coast George McCartney (right) serves as a pallbearer at Paul Dempster's funeral December 23 in Concord, Calif.

Guam Connects with Apprentice Program

Territory's Gov't Seeks Employment Boost

Residents of the westernmost United States territory will have an enhanced opportunity to begin a career in the U.S. merchant marine.

The government of Guam, working with the SIU and the Paul Hall Center for Maritime Training and Education, is establishing a recruitment system designed to facilitate Guamanians' enrollment in the center's unlicensed apprentice program. This endeavor is very similar to one in which Alaska has participated since 1997.

SIU Headquarters Representative Carl Peth (right) explains some of the manpower system to Guam Governor Carl T.C. Gutierrez.

In carefully examining the benefits of such a partnership between the territory, the union and the school (located in Piney Point, Md.), Guam Governor Carl T.C. Gutierrez—along with several other Guam officials—extensively toured the Paul Hall Center in late December. U.S. Rep. Steny Hoyer (D-Md.), whose district includes the training facility, also took part in the tour.

In mid-January, an estimated 1,000 Guamanians attended a seminar on the island about the unlicensed apprentice program. (Guam's population is approximately 155,000.)

The program's curriculum is divided into three phases. During the first segment, which lasts 12 weeks and takes place at the school, students receive classroom and hands-on training that covers basic seamanship and familiarization skills.

During the second phase, apprentices serve aboard U.S.-flag merchant vessels for a minimum of 90 days. That span is divided into thirds, allowing students to work in all three departments.

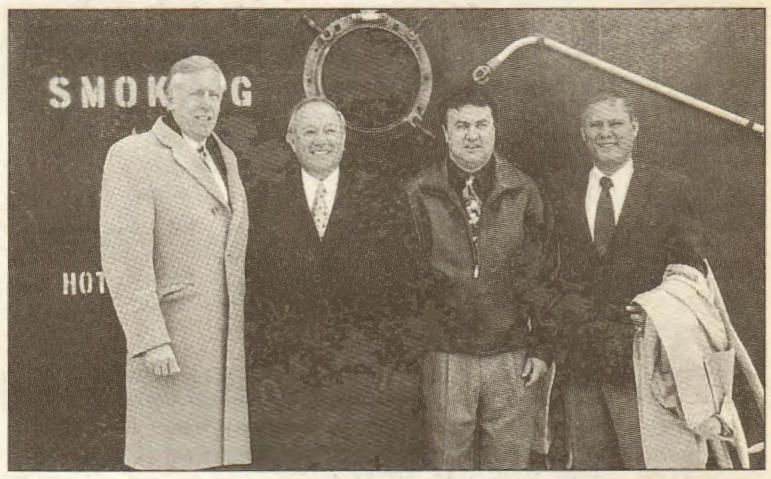
Finally, students return to the school for the third stage, which involves department-specific training. Upon graduation, the Seafarer is shipped out to work as either an ordinary seaman, wiper or steward assistant.

Open since 1967, the school offers not only entry-level training, but also more advanced vocational upgrading courses for experienced mariners. It also provides academic support and features a college degree program.

The Paul Hall Center last year opened a state-of-the-art fire fighting and safety school near the main campus.

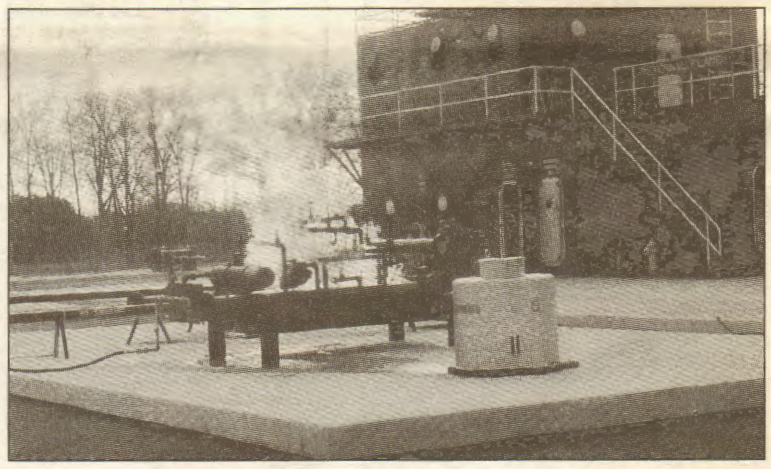
Among those accompanying Governor Gutierrez last month to Piney Point were the following Guam officials: Attorney General John Tarantino; Senator Eloy Bermudes (a U.S. Naval Academy graduate and former executive manager of the Guam Port Authority); Joe T. San Agustin, administrator of base realignment and closure; and Jerry Yingling, executive manager of the Guam International Airport Authority.

Discussing the school's 33-year history as a major employer in southern Maryland are (from left facing camera) Guam Governor Carl T.C. Gutierrez, Paul Hall Center VP Don Nolan, and U.S. Rep. Steny Hoyer (D-Md.) during a late December tour.



The opening last year of the Joseph Sacco Fire Fighting and Safety School (below), part of the Paul Hall Center, has proven extremely beneficial for numerous classes, including the unlicensed apprentice curriculum. Observing a demonstration December 27 at the modern campus are (from left) U.S. Rep. Steny Hoyer (D-Md.), Guam Governor Carl T.C. Gutierrez, Paul Hall Center Safety Director Jim Hanson and Guam Senator Eloy Bermudes.

THEY SHOULD KNOW: While researching the program, Guam officials chatted with students enrolled in the Paul Hall Center's unlicensed apprentice program.



Reminder

As part of the existing standard freightship and tanker contracts, Seafarers may qualify for an extra vacation day per month.

However, the contracts department reminds SIU members that in order to obtain this benefit, they must secure and complete a "tour of duty" form when signing off the vessel. This one-page form, available aboard the ship, should be signed by the master with the ship's seal. It is the member's responsibility to keep the form until filing for vacation benefits.

The extra vacation day will be paid to any eligible SIU member who successfully completes his or her tour of duty without injury or illness and who files the correct paperwork. If the Seafarer already has collected some vacation pay prior to successfully completing his or her tour, then the extra day will be awarded on the last vacation check, once he or she completes the assignment and meets the verification requirements.

CG Sets Drug Test Rate At 50 Percent for Y2K

The U.S. Coast Guard recently announced that it will maintain a minimum random drug testing rate of 50 percent for merchant vessel crew members throughout this year. The agency reported that the 1998 results (the most recent available when determining the 2000 standard) were positive 1.68 percent of the time.

Federal regulations require marine employers to conduct random drug testing programs for covered crew members on inspected and uninspected vessels.

Notice

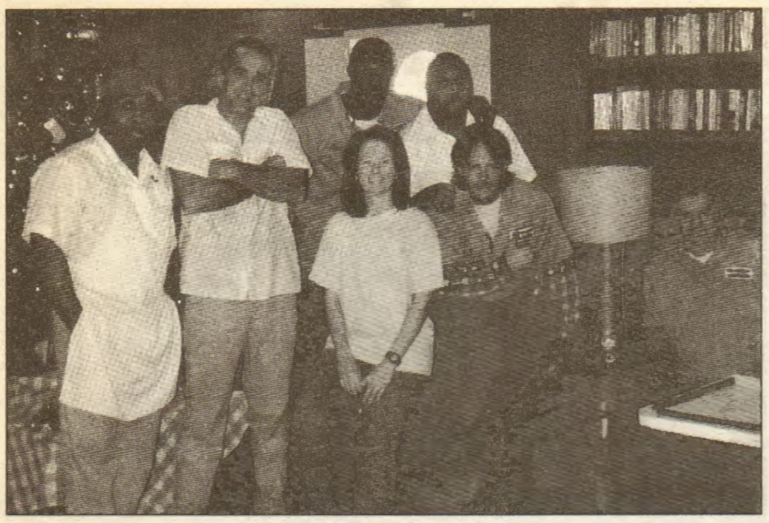
Mobile Hosts Feb. 25 Ceremony Honoring Memory of Leon Hall

Leon Hall

Active and retired Seafarers along with their families and friends are invited to a February 25 dedication at the SIU hall in Mobile, Ala. in memory of the late SIU Vice President Leon Hall. Refreshments will be provided.

Hall passed away in 1992 at age 72.

The ceremony's starting time had not been determined as this issue of the *Seafarers LOG* went to press. Please check with the Mobile hall at (205) 478-0916 for more information.



Among those pictured aboard the *LNG Aquarius* in Japan are Chief Cook G. Williams, SA Joseph Welle, P. Kasim, SA C. Washington, AB J. O'Shaughnessy and Bosun Zaine Basir.

Applying muscle to their task are Recertified Bosun Jamie Miller (right) and two ABs aboard the *USNS Sisler.*

The proposed merger of the SIU and NMU was a hot topic aboard the *LNG Taurus* during a recent shipboard meeting. Among those attending are (from left) QMED M. Hill, QMED J. Orr, GUDE Norman Barbosa, Recertified Steward Judi Chester, Recertified Bosun Dan Marcus and AB D. Bates.

Servicing Seafarers Overseas

Crews Discuss Merger, Other Important Issues

SIU crews in Japan, Singapore, Diego Garcia and other overseas ports welcomed SIU Representative Steve Ruiz to their respective ships throughout the month of December.

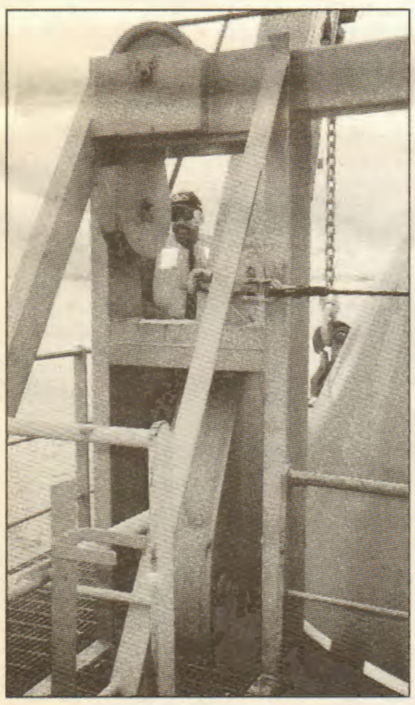
Ruiz met with Seafarers aboard the eight LNG ships (*Aquarius, Aries, Capricorn, Gemini, Leo, Libra, Taurus* and *Virgo*); on the *Buffalo Soldier, American Cormorant* and *Cape Jacob*; and aboard the USNS vessels *Potomac, Anderson, Phillips, Watson, Baugh, Yano, Sisler, Shughart* and *Gilliland.*

"The main thing on the crews' minds was the merger, and an overwhelming majority gave a very positive response," noted Ruiz, referring to the proposed merger of the SIU and the National Maritime Union (see story, page 2).

"They all seemed very happy to see a union official on the ships," he added.

Other subjects discussed among Ruiz and the crews included the Alaska Tanker Co., the reflagging of the LNG ships, and the various new vessels coming under SIU contract.

"The LNG crews gave a vote of thanks" to SIU President Michael Sacco and SIU VP Contracts Augie Tellez, Ruiz added.



On the *Cape Jacob,* QMED David Ayou takes part in a lifeboat drill.

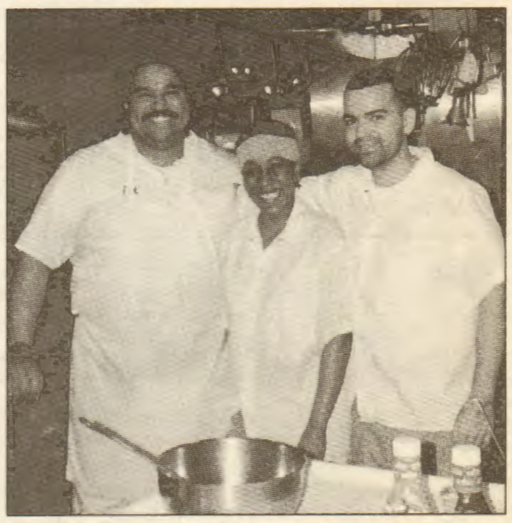
As was the case aboard many other SIU-contracted ships, the steward department on the *James Anderson* worked to create a homey holiday atmosphere at sea. Helping get the job done are SA B. Fermin, SA Ibrahim Taha, SA E. Alaa, Chief Steward M. Watts, Assistant Cook M. Walter and GUDE A. Mohamed.

Posing for a photo aboard the *USNS Potomac* in Singapore are SA Liana McKinney, SA Luis Gonzalez, Chief Steward Norman Cox, Bosun Sean Ryan and Chief Cook Pamala Hagler.

Left: Chief Electrician Ronald Paradise (left) and Bosun Edwin Rivera attend the meeting aboard the *Phillips.*

Prepositioned in Diego Garcia, the *Pvt. Franklin Phillips* is a good feeder thanks to the galley gang that includes Chief Steward James Kidd, Chief Cook A. Mohammed, Cook/Baker C. Jones, SA C. Nunez-Avila, SA M. Thomas and others.

SIU Representative Steve Ruiz answers Seafarers' questions aboard the *Cape Jacob.* Listening are Chief Cook Marco Guevara, Oiler Gregory Carroll, AB T. O'Brien and AB R. Trainor.



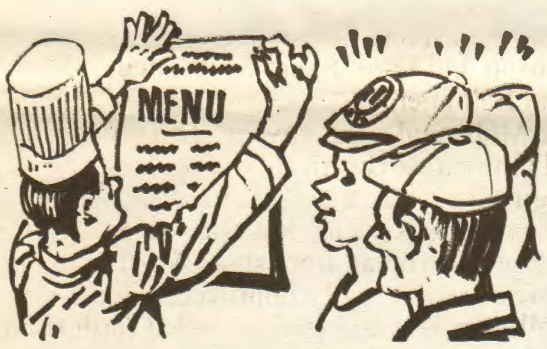
SERVICE WITH A SMILE: Aboard the *LNG Capricorn* (from left), Chief Cook Rafael Cardenas, SA Gloria Melluish and SA Antonio Perez welcome a camera-toting guest.

Seafarers Celebrate Holidays

Steward Departments Give Extra Effort To Provide Scrumptious Shipboard Fare

As Thanksgiving gave way to Christmas and New Year's Day, SIU steward departments continually utilized their skills, creativity and enthusiasm in preparing holiday feasts for fellow crew members.

Several of those vessels contacted the *Seafarers LOG* to commend the respective galley gangs. Some of the photos they submitted, along with others from the holidays, are shown on this page and the next one.



Pictured from left to right, SA Othman Saleh, Steward/Baker James Dunne and Chief Cook John Huyett offer a Thanksgiving meal featuring traditional dishes and more.

Marine Columbia

HAPPY THANKSGIVING FROM STEWARD DEPT

M/V MARINE COLUMBIA THUR NOV 25 1999
COMMANDING OFFICER CAPT JOHN T SCOGGINS

M E N U

B R E A K F A S T

CHILLED FRUI JUICES	SLICED FRESH FRUITS
ASSORTED COLD CEREALS	BREAKFAST POTATOES
BREAKFAST PASTRIES	EGGS COOKED TO ORDER
HOT CAKES	FRENCH TOAST
GRILLED BACON	GRILLED HAM
HOT GRITS	HOT OATMEAL
CHOICE OF OMELETTES	EGGS BENEDICT

(HAM BAC CHEESE ONION PEPPER CRAB) EGG NOG

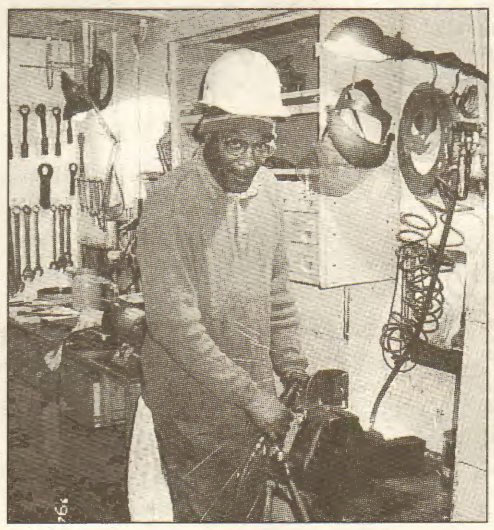
L U N C H

FRENCH ONION SOUP W/CH/ CROUTONS
ASSORTED COLD SALADS&MIXED RELISHES
SHRIMP & CRAB COCTAILS
ROASTED TURKEY W/DRESSING & GRAVY
BAKED HAM W/FRUIT SAUCE
RICE PILAFF GLAZED YAMS MASHED POTATO
GREEN PEAS SUMMER SQUASH BROCCOLI
HOT COFFEE COLD MILK FRUIT DRINK HOT TEA
PECAN PIE PUMPKIN PIE JELLO PUDDING
PETITS FOURS HARD CANDY ASSORTED NUTS

D I N N E R

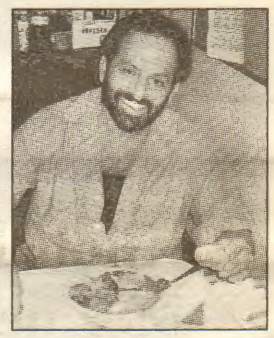
LEFT OVERS FROM LUNCH
PLUS ROASTED PRIME RIB W/AU JUS

AND MANY HAPPY RETURNS FROM JOHN &JIM &OTTMAN



Chief Pumpman Ron Gordon works up an appetite while helping keep the equipment operating.

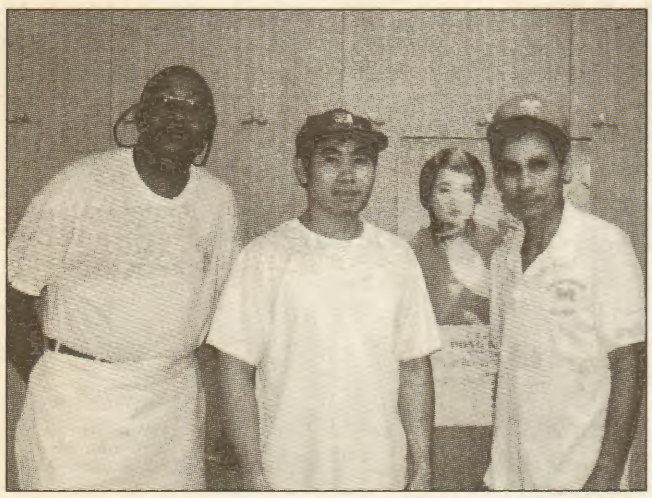
Pictured on deck is Bosun Greg Hamilton.



SAVE ROOM FOR DESSERT: Bosun Tony Sabatini enjoys Thanksgiving dinner.

Steward/Baker Dunne (right photo) is in a dicey situation while SA Saleh has an idea for decorating the treetop.

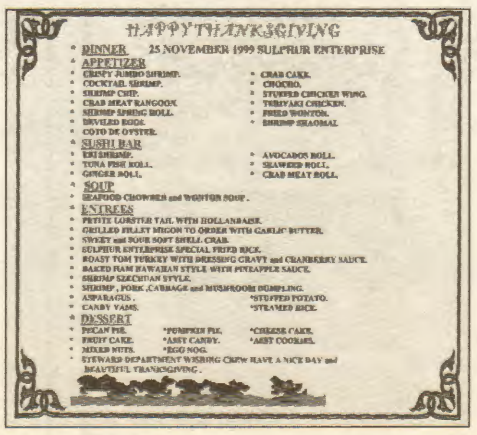
Sulphur Enterprise



Credit for the Thanksgiving goodies on the *Sulphur Enterprise* goes to (from left) Chief Cook Jimmy Cordova, Steward/Baker Nee Tran and SA Trinidad Sanchez.

Recertified Bosun Marvin Zimbro lends a hand during meal preparation.

Fist-size shrimp were on the Thanksgiving menu.



HAPPY THANKSGIVING

RINNER 25 NOVEMBER 1999 SULPHUR ENTERPRISE

APPETIZER
- CRISPY JUMBO SHRIMP.
- COCKTAIL SHRIMP.
- SHRIMP CHIP.
- CRAB MEAT RANGOON.
- SHRIMP SPRING ROLL.
- DEVILED EGGS.
- COTO DE OYSTER.
- CRAB CAKE.
- CROCHO.
- STUFFED CHICKER WING.
- TERIYAKI CHICKEN.
- FRIED WONTON.
- SHRIMP SHAOMAI.

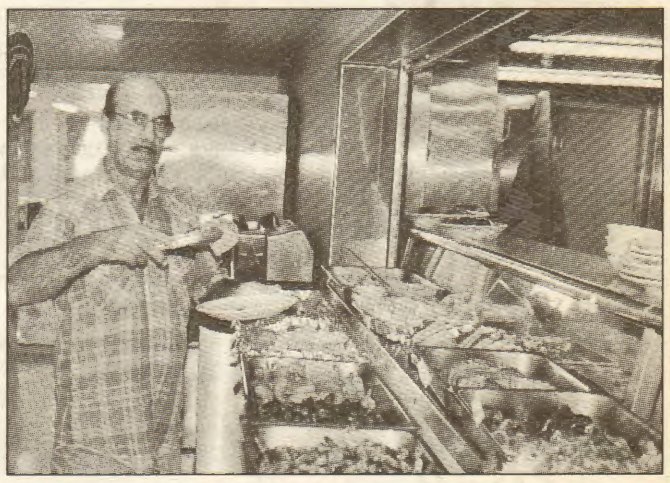
SUSHI BAR
- EBI SHRIMP.
- TUNA FISH ROLL.
- GINGER ROLL.
- AVOCADOS ROLL.
- SEAWEED ROLL.
- CRAB MEAT ROLL.

SOUP
- SEAFOOD CHOWDER and WONTON SOUP.

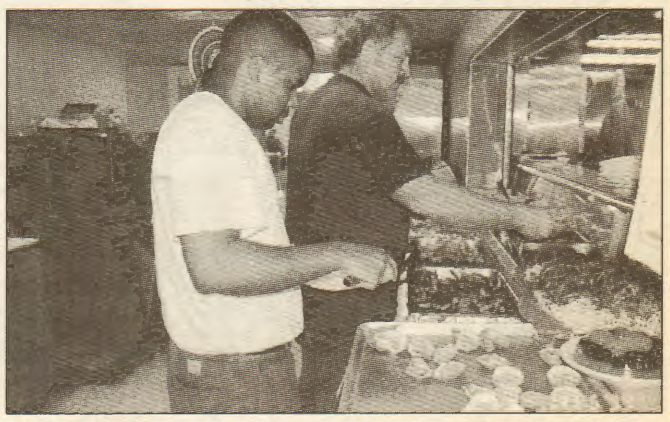
ENTREES
- PETITE LOBSTER TAIL WITH HOLLANDAISE.
- GRILLED FILLET MIGON TO ORDER WITH GARLIC BUTTER.
- SWEET and SOUR SOFT SHELL CRAB.
- SULPHUR ENTERPRISE SPECIAL FRIED RICE.
- ROAST TOM TURKEY WITH DRESSING GRAVY and CRANBERRY SAUCE.
- BAKED HAM HAWAIIAN STYLE WITH PINEAPPLE SAUCE.
- SHRIMP SZECHUAN STYLE.
- SHRIMP, PORK ,CABBAGE and MUSHROOM DUMPLING.
- ASPARAGUS.
- CANDY YAMS.
- *STUFFED POTATO.
- *STEAMED RICE.

DESSERT
- PECAN PIE.
- FRUIT CAKE.
- MIXED NUTS.
- *PUMPKIN PIE.
- *ASST CANDY.
- *EGG NOG.
- *CHEESE CAKE.
- *ASST COOKIES.

STEWARD DEPARTMENT WISHING CREW HAVE A NICE DAY and BEAUTIFUL THANKSGIVING.



AB Charlie Zoubantis gets started.



Eyeing the menu choices are DEU Justin Ravnell (left) and Recertified Bosun Marvin Zimbro.

Wilmington

Sharing holiday sentiments aboard Matson's *Manulani* are (from left) SA Tim Ellis, Port Agent John Cox and Chief Steward Lorraine Brayman.

Crowley Seafarers Engine Utility Deso Hrboka, AB Mike Privette, Mate Hank Scott and Mate Barry Schuffels welcome their jolly visitor.

Each Christmas, a large, bearded man in a red and white hat visits Seafarers in Wilmington, Calif.—usually several hours after Santa makes his rounds. Port Agent John Cox (pictured in these four shots) continued the tradition in 1999.

Pictured from left to right are AB Herman Moningka, Port Agent John Cox and Captain Bruno Kalmeta.

On the *Sea-Land Patriot* are (from left) Electrician Bozidar Baul, AB John Emrich, AB Mitchell Santana, AB Matt Bevak, Port Agent John Cox, Bosun Bobby Garcia, AB Ray Vicari and AB Don Hamrick.

Global Mariner

More than 100 people, including crew members, company officials and guests, turned out for the Christmas luncheon aboard the cable ship *Global Mariner.* Chief Steward Lanette Lopez (behind the camera) worked with (from left) SA Syed Murtaza, Chief Cook Antony Bach, SA Suzanne Santora, SA Husain Salah and Cook/Baker Walter Schoppe as well as Bosun Thor Young and Splicer/Joiner Nelson Poe in readying the succulent cuisine.

Sea-Land Patriot

Beef Wellington is one of many holiday menu choices on the *Sea-Land Patriot.*

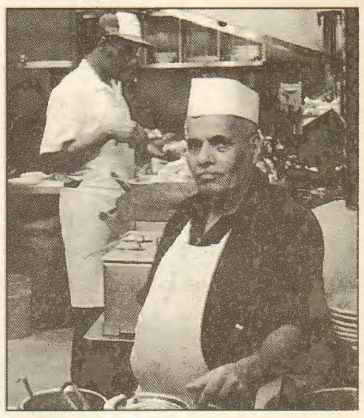
ITB Philadelphia

No SIU-crewed ship may have faced more difficult circumstances near the holidays than the *ITB Philadelphia.* As noted in letters from AB **John Bellinger** and Captain Nicholas Colavito (see page 20), the vessel engaged in a challenging voyage delivering food aid (37,000 tons of grain) from Portland to two ports in North Korea.

Bosun Terry Cowans (left) and AB John Bellinger eagerly anticipate the Thanksgiving spread.

Because of various unforeseen difficulties, "the discharge took 30 days, longer by far than was projected," noted Bellinger, who provided these photos. "During the entire stay, communication was severely restricted. The strain was especially great on the steward department, as the *Philadelphia* carried seven extra people to operate the machinery for the discharge.

"Additionally, large groups of customs and immigration officials as well as officials from the port often arrived with little notice, and expected to be fed."

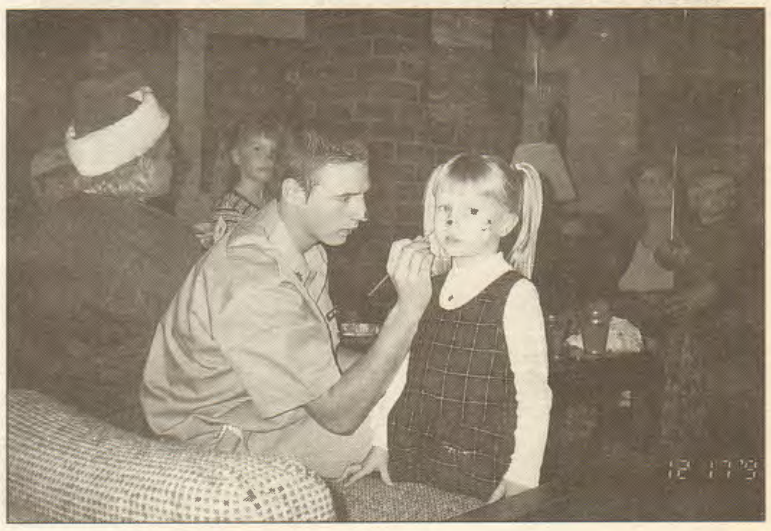


Cook/Baker Mohamed Hussein (right) and Chief Steward Thurman Johnson ready the meal.

The ship left Korea a few days before Thanksgiving, and crew members "enjoyed a spectacular Thanksgiving dinner, due in large part to the creativity and squirreling ability of Chief Steward **Thurman Johnson** and Cook/Baker **Mohamed Hussein,**" wrote Bellinger.

"This will be Mohamed's last voyage. The officers and crew presented him with a certificate of appreciation and a modest cash gift to express their gratitude for his fine work under trying circumstances. Mr. Hussein is such a fine baker that when the bread from shore finally ran out, the quality of life aboard actually improved, as delicious fresh breads, rolls, pastries and cookies rolled forth from Mo's oven. Lucky are we who sailed with him, and we wish him happiness on the beach.

"Also, the entire crew has shown once again that long hours and difficult straits do not slow down American merchant mariners."



Piney Point

RUDOLPH'S GOT NOTHIN' ON THIS ONE: Unlicensed Apprentice Justin Baker (class No. 597) puts the final touch on temporarily red-nosed Brooke Dement at a holiday gathering inside the Paul Hall Center for Maritime Training and Education, in Piney Point, Md.

The Pathfinder

by J. Melford Smith, Ch. Engr. USMM, Ret.

Pensioner James M. Smith joined the SIU in Baltimore in August 1939, right out of the Marine Corps as a corporal and as an expert of 50-caliber machine guns. He sailed during WWII, the Korean conflict and the early part of the Vietnam war and upgraded at the union's school in Brooklyn to third assistant engineer.

J. Melford Smith

This article recounts a voyage he took in 1942 aboard the SS Alcoa Pathfinder.

Walking down the dimly lit dock at midnight, I could hear the hum of the generators through the steel hull of the ship while I was still 100 yards away. The ship was loaded down almost to her plimsol marks, so the gangway had only a slight incline.

Carrying my sea bag and tool kit, I went up the narrow gangway to the deck. At the top of the gangway, the mate had posted the sailing board with a sailing time of 0500 and the date: 2/28/42.

Stepping onto the deck, I was stopped short by a strong odor that had been long forgotten— the smell of horse manure! I must be dreaming, I thought. With a war going on, we couldn't possibly be carrying a load of horse manure to some port overseas. Maybe some general or admiral had started a rose garden somewhere and was using his clout to get some fertilizer.

Casting aside such disrespectful thoughts about our fearless leaders, I walked aft on the port side and discovered the farm-like odor was coming from a dozen wooden stalls lashed securely on deck. They contained four thoroughbred horses and eight cows. For an old Ohio farm boy, this was truly a sight to behold! I had milked my share of cows and spent more time than I cared to admit looking at the south end of horses going north. I never expected to be so closely associated with them while plying my trade as a seagoing electrician in the U.S. merchant marine.

I had signed on at the United States Shipping Commissioner's office the previous afternoon, but this was my first time aboard this new type of vessel. It was called a C-1A cargo ship and was just a year old. The ship had no guns, and her only defense against attack was a speed of 16 knots. On this run there were no armed escorts available.

Although America at times has prided herself on being a major maritime nation, we have never had a national maritime policy. Except during periods when our nation was at war, our leaders have allowed our merchant marine to deteriorate almost to the point of non-existence.

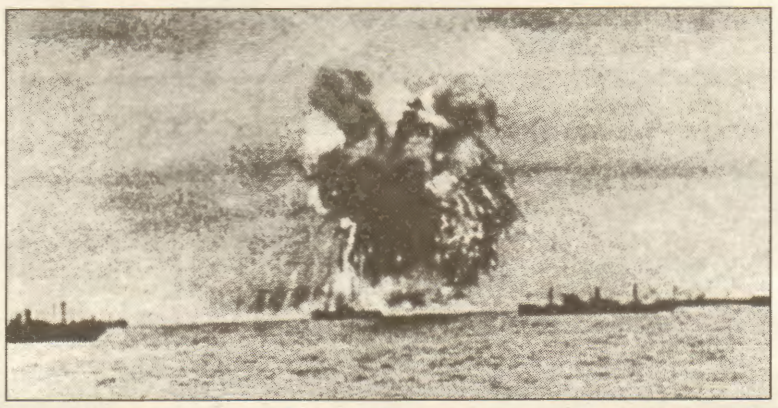
But in 1942, we were in a state of national emergency, and there was a mad scramble to build and crew ships to supply the armed forces. The enemy was sinking them far faster than they could be built, and we were losing the experienced seamen to man them. Along the East Coast, the lights of the cities were being used by German submarine crews to silhouette our ships, making them easy targets. Our losses were appalling.

Locating the electrician's cabin, I found it was well furnished but had only one 18-inch port that opened on the after deck and a small electric fan. I thought, this son-of-a-gun is going to be a hot one!

I had been told at the union hall that the ship was hauling bauxite from Dutch Guiana on the coast of South America to the port of Mobile, Ala. Bauxite is a gray, dusty, gritty mineral that is the main ingredient in making aluminum. When loading and discharging bauxite, the dust covers the entire ship. The ventilation fans must be shut down to protect the machinery, but the bauxite gets in your food, your hair and your nose. If you are sweating, you soon look like a gray ghost.

It was a miserable cargo to transport but a vital one for the war effort. I had never refused a job because of the conditions or dangers, and I had sailed on some real rust buckets, so I stowed my gear and crawled into the comfortable bunk for a few hours sleep.

It seemed only a moment until the oiler on watch was knocking on my door saying "It's zero four thirty Elec, we're getting underway in a half hour —and the coffee's ready." I mumbled thanks and got dressed, buckled on my tool belt, shoved a flashlight in my back pocket and headed to the engine room to make sure the circuit breakers for the anchor windlass and the aft warping winch were in the "on" position on the main switchboard. They are used by the deck gang to pull in the mooring lines securing the vessel to the dock.



Often sailing unarmed, U.S.-flag cargo ships were at great risk throughout World War II—as evidenced in this 1942 photograph of an American ammo ship whose entire crew perished.

I introduced myself to the 1st assistant engineer, who was warming up the engine, grabbed a cup of coffee and went up to the bow to stand by the anchor windlass controls in case something should happen while the ship was docking or undocking. It's a part of the job I enjoyed— unless it was raining. Before getting my marine electrician's certificate, I had sailed in the deck gang as an AB after putting in my time as OS. Those ratings are a holdover from the days of sail but are still used.

Dawn was breaking, and the city was coming to life as we moved slowly out of the dock area and into Mobile Bay. Soon we were passing Fort Morgan on the tip of Dauphin Island, whose huge cannon had fired at Admiral Farragut's fleet of gunboats in 1864 when he made that famous remark "Damn the torpedoes, full speed ahead." Now, as we entered the Gulf of Mexico where the submarines of Hitler's "Thousand Year Reich" were lying in wait for us, we could say the same thing.

We brought our ship up to full speed and started a zigzag course to Maracaibo and La Guaira, Venezuela. While making the five-day voyage, I learned that some wealthy businessman in Venezuela was starting a ranch and had ordered the finest breed of animals from the States. This was the second shipment, and there were two more on order. One of the sailors was taking care of the animals, making sure they had food and water and cleaning their stalls. He had an endorsement on his seaman's certificate that I had never heard of: Cattleman. A seagoing cowboy! It was something he did "off watch" and was paid overtime accordingly.

I felt very uneasy about sailing in those submarine-infested waters with the animals. One look at their large brown, trusting eyes and the thought of what would happen if we got hit made me first angry, then sad. We humans were responsible for the present conditions and could take care of ourselves. For the horses and cows confined in their stalls, their terror and panic would be ended only by their death by drowning. I vowed that if we survived this voyage, I would get another ship as I did not want to be around when that happened.

Captain Dumke, who had made this trip several times, said the worst danger lay in our passage through the Yucatan Channel, the narrow waterway between Cuba and the Yucatan Peninsula. He timed our passage through there at night. We would go to maximum speed, zigzag wildly in the dark night and stay as close to shore as possible without running aground. And with the fathometer off! Its pinging would be heard by enemy sound gear.

Though he was a grouchy old cuss with never a kind word for any of the mates, he stayed on the bridge all night and saw us safely through.

Our first port of call was Maracaibo in the Gulf of Venezuela, where we had some general cargo to discharge. To enter the port, there is a narrow channel with a swinging bridge/gate which opens on a large lake with many oil platforms dotting its surface. The gate is pulled open and closed by a small tugboat. The port was closed from dusk to dawn because of possible enemy action.

It was late evening and already dark by the time we got our ship moored to the dock alongside a warehouse just inside the gate. Chief Engineer Hardwick and I were sitting on a bench on the aft side of the deckhouse. We were having an after-dinner smoke and talking when there was a bright flash of light in the outer harbor. The chief said, "I wonder what idiot is signaling to get inside the harbor this late at night."

Before I had a chance to reply, there was a terrific explosion and the end of the warehouse disintegrated. The animals were crying with fear, and some shrapnel hit the stern of the ship. I said, "Chief, I've never heard a ship enter a port like that!" We both dashed for the engine room. I flipped the main lighting breakers and the ship went dark.

The German U-boat lay off the harbor and fired at us for 15 minutes before the local armed forces got their coast defense guns in action and drove them off. The Nazi gun crew was aiming primarily at the oil tanks and refinery at the edge of town and except for that first round, none of them came close. By late the next afternoon, the local longshoremen had gotten the cargo ashore, we had cast off the mooring lines and were sailing around the Venezuelan coast to La Guaira.

As we rounded the peninsula, staying close inshore, I was informed by the engineer on watch that there was a smell of burning insulation near the main switchboard. I soon located the problem and found a circuit breaker that was overheated. It was one of the breakers for the steering gear motors, which was a vital piece of equipment. I decided to change the circuit breaker immediately, even though I would have to work it "hot," which was 240 volts.

I removed the defective breaker and installed the new one. Tightening the last nut, the wrench slipped, flew out of my sweating hand and landed across the bus bars which carries the main load from the generators. The eye-searing flash from the short circuit blinded me temporarily and knocked the generators off line. The ship drifted without power, and an onshore wind pushed us toward the rocks less than a mile away. Our engine crew reacted quickly to the emergency, and we soon had the generators back on line and the ship underway again. I had almost accomplished by accident what Adm. Doenitz's submarines had failed to do.

La Guaira was a pretty little town nestled at the foot of the coastal mountain range. It serves as the seaport for Caracas, the capital, which is about 10 miles by road over the steep and rugged mountains. The Venezuelan people were very friendly toward us "Norte Americanos."

After I finished work for the day, I walked uptown to the city square. There was the usual cathedral on one side and a small park in the center. Many of the townspeople were enjoying the evening in the square, including some strikingly beautiful girls, most of whom were accompanied by a chaperone.

My walk around the square was interrupted by a really lovely girl who flashed me a big smile as I strolled by. Since there was not a chaperone in sight, I stopped to talk, though my Spanish was very limited.

"Hola! Senorita, Que pasa? Como se llama? (Hi, miss, what's happening? What's your name?)

"Elita" she said with a sweet smile, followed by a long string of Spanish. I hadn't the faintest idea what she had said after her name, so I asked "Habla Englais?"

She shook her head no, then said, "Ah leetle," and held up her fingers pinched together.

We were soon sitting at a sidewalk cafe drinking coffee and laughing while struggling with the language barrier and enjoying each other's company. After about an hour, I indicated that it was time for me to go (we were sailing at dawn.) When I stood up to leave, Elita, still chattering in Spanish, took my arm. I caught the word "paseo" (walk), so we started to walk east along the beach road. It was a beautiful spring night with a full moon and a cool breeze from the Caribbean. When we came to the edge of town I said to myself, Elita must be a country girl if she lives this far out of town.

After about a quarter mile she asked me something in Spanish that I didn't understand. We continued strolling down the road hand in hand with Elita asking the same question every hundred yards or so. Finally, while I could still see the lights of the town, I stopped and sat down on a stone culvert while I figured out what she was saying. At last it became clear to me that she did not understand that I was a seafaring person on a ship! Elita was asking "How much farther is it?" When we met the next time, we laughed about it.

The next morning, heading down the coast to Paramaribo, Dutch Guiana, I thought, how frustrating to not be bilingual in a hemisphere where 21 out of 23 countries speak Spanish. In India I had learned a little Bengali and in the Philippines a little Tagalog along with their Spanish. I decided then and there to start studying Spanish as soon as I could find a good study book.

But as Robert Burns, the Scot poet, said, "The best laid schemes of mice and men gang aft agley." Due to the exigencies of the war, I soon found myself in the islands of the South Pacific for the duration. Studying Spanish had a very low priority where each voyage was a matter of survival. I regret that I never did learn it….

Paramaribo is the capital of Surinam, which is a Dutch colony. The buildings are Dutch style and though English is spoken, the main language is Dutch. We didn't have time to go ashore as the mine where we were to load bauxite was 25 miles up the Surinam River, and the river pilot was waiting.

As we wound our way up the river through the dense jungle, branches and vines would sometimes scrape alongside. Monkeys and colorful birds of all kinds screeched and yelled at us for disturbing their habitat. It was a unique experience for us deep sea sailors.

The mine had a conveyor system that was extended over the ship's holds. The powdery bauxite poured off the concave conveyor belt into the hold, throwing up clouds of choking dust. The heat was almost unbearable, but there was a little breeze blowing up the river so I turned in that night with my fan sucking some of that air into my room. During the night the wind shifted and I awoke with a choking sensation, unable to breathe. Turning on a light, I discovered myself and my room completely covered with a heavy coating of bauxite dust and my fan making it look like a Sahara dust storm. Bauxite dust does not taste good.

Continued on page 17

Leap at the Chance for a College Scholarship

Are you putting off applying for college because you just don't have the time—or the money?

Well, this month both those problems may be solved! Since this is a leap year, which means February has an extra day, it will give you more time to do all those things you wished you had more time to do.

And one of those things is to sit down and apply for an SIU scholarship.

Since the union began its scholarship program in 1952, many Seafarers and their family members have been awarded higher education grants and gone on to realize their educational goals.

This year, as in the past, the Seafarers Welfare Plan will present seven scholarships. Three of the awards will go directly to Seafarers. One of these grants is for $15,000 for use at a four-year institution of higher learning. The other two awards designated specifically for SIU members are $6,000 each for use toward two years of study at a community college or vocational school.

The remaining four grants will be presented to spouses and dependent children of Seafarers. Each of these scholarships is for $15,000 to study at a four-year college or university.

Who Is Eligible?

Scholarships are available to Seafarers, their spouses and dependent children (pensioners are not eligible). Additional eligibility information may be found in the 2000 SIU scholarship program booklet. Just fill out the coupon below and mail it to the address listed. Program booklets also are available at all SIU halls.

In addition to the application form itself, other items are required of all applicants in order to be considered for a scholarship.

Materials Needed

Transcripts and certificates of graduation are needed, as are letters of recommendation from individuals who have knowledge of the applicant's character, personality and career goals; scores from the College Entrance Examination Board (SAT) or American College Test (ACT) exams; a photograph of the applicant; and a certified copy of the applicant's birth certificate.

Deadline Nears

The completed applications ***MUST*** be mailed and postmarked ***ON or BEFORE April 15, 2000.***

Those who have applied for an SIU scholarship in the past and were not selected are encouraged to apply again this year, provided they still meet all the requirements.

So...don't let a lack of time or money prevent you from furthering your education. You have an extra day this month to leap for the chance at a scholarship. Don't let it pass you by.

COMPLETE THE COUPON AT RIGHT AND MAIL TO:

Scholarship Program
Seafarers Welfare Plan
5201 Auth Way
Camp Springs, MD 20746

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

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: ☐ Self ☐ Dependent

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

2/00

TAX TIPS FOR SEAFARERS ■ TAX TIPS FO

HOW TO PREPARE A TAX RETURN

Step 1. Get all records together.

- Income Records. These include any Forms W-2, W-2G and 1099.
- Itemized deductions and tax credits.
- Medical and dental payment records.
- Real estate and personal property tax receipts.
- Interest payment records for items such as a home mortgage or home equity loan.
- Records of payments for child care so an individual could work.

Step 2. Get any forms, schedules or publications necessary to assist in filing the return. IRS Publication 17 entitled "Your Federal Income Tax for Use in Preparing 1999 Returns" is the most comprehensive guide the agency has issued this year. Most IRS offices and many local banks, post offices and libraries have publications designed to provide individuals with information on correctly filing tax returns.

Step 3. Fill in the return.

Step 4. Check the return to make sure it is correct.

Step 5. Sign and date the return. Form 1040 is not considered a valid return unless signed. A spouse must also sign if it is a joint return.

Step 6. Attach all required forms and schedules. Attach the first copy of Copy B of Forms W-2, W-2G and 1099R to the front of the Form 1040. Attach all other schedules and forms behind Form 1040 in order of the attachment sequence number. If tax is owed, attach the payment to the front of Form 1040 along with Form 1040-V (original only). Write name, address, phone number, social security number and form number on your check or money order.

Rounding Off to Whole Dollars:

Cents may be rounded off to the nearest whole dollar on the tax return and schedules. To do so, raise amounts from 50 to 99 cents to the next dollar. For example, $1.39 becomes $1 and $2.50 becomes $3.

Fast Refund:

Taxpayers are able to request direct deposit of their tax refunds by filling out lines 66b, 66c and 66d on their Form 1040. Line 66b is for the bank's routing number. Line 66c indicates the type of account, and line 66d is the taxpayer's account number at the bank.

When tax returns are filed electronically, a refund will be received in about 3 weeks, or in 2 weeks if it is deposited directly into a savings or checking account. For a charge, many professional tax return preparers offer electronic filing in addition to their return preparation services. If an individual prepared his or her own return, a preparer or transmitter in their area can file the return electronically. For a list of who can file a tax return electronically in any given area, call the IRS toll-free number, 1-800-829-1040, and ask for the Electronic Filing Office.

STANDARD DEDUCTION

This is the standard deduction chart for most people. If a taxpayer is 65 or older or blind, there are additional standard deductions. (Note that the personal exemption deduction is $2,750.)

Filing Status	Standard Deduction
Single	$4,300
Married filing joint return or Qualifying widow(er) with dependent children	$7,200
Married filing separate return	$3,600
Head of household	$6,350

WHAT ARE CONSIDERED DEDUCTIONS AND CREDITS

Personal Exemption Amount: The deduction for each exemption–for the individual, his or her spouse and dependents has increased to $2,750 per person. In 1999, the exemption deduction for high income taxpayers may be reduced or eliminated if their adjusted gross income exceeds certain threshold amounts.

Standard Deduction Has Increased: The standard deduction, or dollar amount that reduces the amount that is taxed, has increased for most people (see box below to the right). Because of this increase, it may be to an individual's benefit to take the standard deduction this year even if that person has itemized deductions in the past.

Personal Interest Deductions: For 1999, personal interest cannot be deducted. Personal interest includes interest on car loans, credit cards and personal loans.

Interest on Secured Loans Deductible: Interest paid on mortgages or investments is 100 percent deductible.

Union Dues Deduction: Union dues, including working dues, are deductible only if they exceed 2 percent of adjusted gross income. If they do, only the portion over the 2 percent is deductible. SPAD contributions have never been deductible.

Club Dues Deduction: No deduction is permitted for club dues; however, dues paid to professional or public service organizations are deductible for business reasons.

Deductions Subject to 2% of Adjusted Gross Income: These include investment advisory fees, trustee's administrative fees, legal expenses that are paid to produce taxable income, safe deposit box rental and tax preparation fees.

Deducting Work-Related Expenses: Expenses associated with a seaman's work may be considered tax deductible. However, no expense can be deducted for which a seaman has been reimbursed by the employer. Travel to the union hall to register or travel to the union's designated medical facility to take the required physical and drug tests are examples of expenses which are work-related but not reimbursed by the company. Members of the galley crew may deduct the costs of knives and other equipment they personally own but use when on a ship performing their work duties. The purchase of work-related clothing and other gear, as long as it is truly for work and not paid for by the employer, are likely to be considered tax-deductible.

Deducting Work-Related Car Expenses: Use of a personally-owned automobile in work-related travel can result in deductible expenses. Two methods can be used to compute automobile expenses–either listing a standard mileage rate or determining actual cost. On the tax return due April 17 of this year, the IRS is accepting a standard mileage rate of 32.5 cents per mile (for 1/1-3/31) and 31 cents per mile (for 4/1-12/31). Parking fees and tolls can be added when using the standard mileage rate. If using actual expenses, information must be available on all operating-related costs for the vehicle, including interest, insurance, taxes, licenses, maintenance, repairs, depreciation, gas, oil, tolls and parking. In either the standard mileage rate or the actual cost method of determining car expenses, accurate records should be kept. The IRS recommends keeping a log book or diary listing all expenses related to travel. Only work-related expenses not reimbursed by an employer can be claimed.

Deducting Work-Related Meals When Traveling: Workers in transportation are allowed a special rate on the meal allowance of $38 per day in the continental U.S. and $42 per day outside the continental U.S. Otherwise the IRS standard meal allowance is generally $34. In some locations it is $42, and in Hawaii and Alaska it is computed differently. Travel expenses, including meals, can only be deducted if directly related to one's work and if they have not been reimbursed from any other source.

Limit on Itemized Deductions: In 1999, itemized deductions may be limited for individuals earning more than $126,600 of federal adjusted gross income (or $63,300 if married and filing separately).

Earned Income Credit: A refundable earned income credit (EIC) is available to certain low income individuals who have earned income and meet certain adjusted gross income thresholds. For tax year 1999, an individual does not have to have a qualifying child to be eligible for this credit if certain conditions are met. Different credit percentages and phase-out percentages are provided based on the taxpayer's income level and the number of qualifying children eligible, if any. The maximum credit allowed is as follows: Taxpayers with income less than $10,200 and no qualifying children - $347 maximum credit; taxpayers with income less than $26,928 and with 1 qualifying child - $2,312 maximum credit; taxpayers with income less than $30,580 and with 2 or more qualifying children - $3,816 maximum credit. If the earned income credit reduces the income tax liability below zero, a refund will be granted by the IRS. Taxpayers should use form 1040, schedule EIC to see if they are eligible for the credit.

Dependent's Social Security Number: Each dependent must have a social security number (SSN). Individuals may get an SSN for their dependent by filing Form SS-5 with their local Social Security Administration office or calling the Administration at 1-800-772-1213. It usually takes about two weeks to receive an SSN.

Dependent Child Credit: Effective for tax year 1999, taxpayers who have a qualifying child who is a U.S. citizen and for whom the taxpayer may claim a dependency exemption and who is less than 17 years old, are entitled to the child tax credit. The amount of the credit is $500 per child.

Credit for Higher Education Tuition: Individuals may be able to take the "HOPE" credit for tuition and related expenses paid for oneself, spouse or dependents to enroll at or attend an eligible educational institution (i.e., college or graduate school or vocational training). The HOPE credit provides a maximum allowable credit of $1,500 per student for each of the first two years of postsecondary education. For qualified expenses paid after January 1, 1999, taxpayers can take the "Lifetime Learning Credit," that is a credit of 20 percent of qualified tuition expenses paid by the taxpayer for any year (after that date) the HOPE credit is not claimed. This credit is not limited to the first two years of postsecondary education. Also, no credits are available for expenses of a student in any year that tax-free distributions from an education IRA are used to pay the student's expenses.

Student Loan Interest: Taxpayers may be able to deduct up to $1,500 of interest paid after December 31, 1998 for qualified education expenses for oneself, spouse or dependents. The deduction is allowed in figuring adjusted gross income.

Individual Retirement Accounts:

- **Education IRAs**–Taxpayers can contribute up to $500 each year to an Education IRA for a person under age 18. The contribution is not deductible. Earnings on the contribution will be distributed tax-free provided that they are used to pay the beneficiary's postsecondary education expenses. However, the exclusion is not available for any year in which the HOPE credit or the Lifetime Learning credit is claimed. Also, no contribution may be made by any person for the same beneficiary during any year in which a contribution is made to a qualified state tuition program.
- **Roth IRAs**–The maximum total yearly contribution that can be made by an individual to a Roth IRA is $2,000. Roth IRAs are subject to income limits. The maximum yearly contribution is phased out for single taxpayers with an Adjusted Gross Income (AGI) between $95,000 and $110,000, for joint filers with an AGI between $150,000 and $160,000, and for married filing separately with an AGI between $0 and $10,000. Although the contributions are not deductible, the distributions may be tax-free depending on when and why they are made.
- **Penalty-Free IRA Distributions**–The additional 10 percent tax penalty on an early distribution from an IRA may not apply if you pay higher education expenses for yourself, spouse or your children or grandchildren. The tax also may not

Presented on these two pa handy tax tips that have b mariners. Included are the 1999 and where to get

WHERE TO GE

General Information:

1-800-829-1040 may be called fo questions 24 hours a day.

Publications:

Call 1-800-829-3676 to order curr publications.

Walk-In Help:

IRS representatives are available try to help with tax questions that ca To find the location of an IRS office States Government, Internal Revenu

Telephone Help:

The IRS is prepared to answer qu taxpayer information service, public can be ordered.

The federal Tele-Tax system h about 150 topics. 1-800-829-4477 is When calling from a touch tone ph repeat the topic and the letter "C" o To listen to a directory of topics afte 123. You can also check the status o

This telephone service is availabl time).

Personal Computer:

Access the IRS's Internet Web Si forms, instructions and publications questions; search publications on-l withholding allowances using their requests for help via e-mail; and sig news by e-mail from the IRS Digita

Send IRS Written Questions:

Written questions regarding the t District Director (listed on the tax f with the letter.

WHY SEAFAR STATE IN

Federal law prohibits employers from the wages of mariners workin

Specifically, the law [46 USCA 1 wages due or accruing to a master, member of the crew on a vessel en coastal, interstate or non-contiguous provisions of the tax laws of any s wealth, or a subdivision of any of the hibit any such withholding of the wa the coastwise trade between ports i pursuant to a voluntary agreement b

The law, however, does not exen taxes. Mariners, just like any other their obligations to the government

Each state has a set of criteria to resident of that state. A seaman shou she is unsure about residency status.

For example, in California duri California State Board of Equ seaman–despite the fact that he year–was a resident of the state fo consideration the fact that the seaman tained a bank account in a Califor

Additionally, each state has esta residents of that state must pay a p ual earned income from a source

Many states allow a credit in the a if that person has already paid taxes

If any questions arise regard mariners should telephone the state in which they reside.

TAX TIPS FOR SEAFARERS ■ TAX TIPS FO

ges of the *Seafarers LOG* are been prepared especially for new deduction amounts for additional information.

T INFORMATION

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in many IRS offices around the coun-
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look in the phone book under "United
e Service."

estions by phone. Through the agency's
ations covering all aspects of tax-filing

as recorded tax information covering
the IRS's automated Tele-Tax system.
one, the letter "R" or number "7" will
r number "2" will cancel the message.
the introductory message finishes, dial
f your refund.
e from 7:00 a.m. until 11:30 p.m. (local

te at www.irs.ustreas.gov to: download
; see answers to frequently asked tax
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V-4 calculator, send them comments or
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Dispatch.

x returns can be sent directly to an IRS
orm). Include a social security number

ERS MUST PAY COME TAX

from withholding state and local taxes
g aboard U.S.-flag ships.
1108(11)] provides that "no part of the
officer or any other seaman who is a
gaged in the foreign, coastwise, inter-
trade shall be withheld pursuant to the
tate, territory, possession or common-
em, but nothing in this section shall pro-
ges of any seaman who is employed in
the same state if such withholding is
etween such seaman and his employer."
npt seamen from paying state and local
citizens of any given state, must meet
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owned a home in California and main-
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blished conditions under which non-
portion of state tax if such an individ-
based in that state.
mount an individual must pay the state
in another state.
ing residency and state tax issues, taxpayer assistance office in the

apply if you pay expenses related to the purchase of a home by a first-time homebuyer. Only $10,000 during the individual's lifetime may be withdrawn without a penalty for this purpose.

OTHER TAX INFORMATION

Private Delivery Services: Tax returns and extensions can be mailed through private delivery services such as Airborne Express, DHL Worldwide Express, Federal Express and United Parcel Service.

Forms of Payments: One can pay the Internal Revenue Service through credit cards, debit cards, charge cards, cash, bank check or money order.

WHICH RECORDS TO KEEP

Keep records of income (such as receipts), deductions (for example, canceled checks) and credits shown on the tax return, as well as any worksheets used to figure them, until the statute of limitations runs out for that return, usually 3 years from the date the return was due or filed, or 2 years from the date the tax was paid, whichever is later. However, it is recommended that all records be kept for about 6 years.

Change of Address: If an individual has changed his or her address from the one listed on that person's last tax return, IRS Form 8822 should be filled out and filed with the agency.

Death of a Taxpayer: If a taxpayer died before filing a required return for 1999, the taxpayer's personal representative (and spouse, in the case of a joint return) must file and sign the return for that person. A personal representative can be an executor, administrator or anyone who is in charge of the taxpayer's property.

WHICH INCOME TO REPORT

In addition to wages, salaries, tips, unemployment compensation, capital gains, dividend payments and other income listed on the federal tax return, the following kinds of income must be reported.

- Jones Act settlements for lost wages.
- Amounts received in place of wages from accident and health plans (including sick pay and disability pensions) if employer paid for the policy.
- Life insurance proceeds from a policy cashed in if the proceeds are more than the premium paid.
- Profits from corporations, partnerships, estates and trusts.
- Endowments.
- Original Issue Discount.
- Distributions from self-employed plans.
- Bartering income (fair-market value of goods or services received in return for services).
- Tier 2 and supplemental annuities under the Railroad Retirement Act.
- Lump-sum distributions.
- Gains from the sale or exchange (including barter) or real estate, securities, coins, gold, silver, gems or other property (capital gains).
- Accumulation distributions from trusts.
- Prizes and awards (contests, raffles, lottery and gambling winnings).
- Earned income from sources outside the United States.
- Director's fees.
- Fees received as an executor or administrator of an estate.
- Embezzled or other illegal income.

WHICH INCOME NEED NOT BE REPORTED

The following kinds of income do not need to be reported on the federal tax return:

- Benefits from government welfare programs.
- Jones Act settlements for injuries, pain, suffering, medical costs.
- Maintenance and Cure.
- Workers' compensation benefits, insurance, damages, etc. for injury or sickness.
- Disability retirement payments (and other benefits) paid by the Veterans' Administration.
- Child support.
- Gifts, money or other property inherited or willed.
- Dividends on veterans' life insurance.
- Life insurance proceeds received because of a person's death.
- Amounts received from insurance because of loss of the use of a home due to fire or other casualty to the extent the amounts were more than the cost of normal expenses while living in the home.
- Certain amounts received as a scholarship.

FILING AN EXTENSION

IRS Form 4868 can be used to ask for a four-month extension to file IRS Form 1040A. An individual requesting an extension is under no obligation to explain why the additional time is needed. Filing of the form gives an individual until August 15, 2000 to file his or her 1999 federal tax return. The IRS will contact the individual directly only if the request for an extension is denied.

To extend the period of time in which one can file a tax return, that individual must correctly fill out Form 4868 and pay all of the tax monies due.

If the filing of Form 4868 and the subsequent four-month extension to file does not provide the individual with enough time, he or she can then file Form 2688, known as "Application for Additional Extension of Time to File U.S. Individual Income Tax Return." Another option open to the person seeking more time in which to file is to write a letter to the IRS stating the reason the extension is necessary.

An individual seeking an extension is advised by the IRS to file Form 4868 before filing Form 2688.

Copies of Form 4868 are available by calling the agency's toll-free number which is dedicated to tax form requests (800) 829-3676. Also, the form is available from all main IRS branch offices and from the IRS web site at www.irs.ustreas.gov. And if a Seafarer finds himself or herself overseas, he or she can obtain the form from any U.S. embassy or consulate.

It is important to bear in mind that the filing of Form 4868 requesting an extension does not get one off the hook from having to pay any taxes due. Form 4868, when sent in, must be accompanied by all tax monies due the U.S. government from the individual filing the extension.

TAX PLANNING TIPS

Selling Your Home?

The tax law gives homeowners a special tax break on capital gains realized on the sale of a principal residence. If you have owned and used a home as your principal residence for periods totaling at least two years out of the last five years before selling, you generally can take advantage of this break to exclude up to $250,000 of gain ($500,000 for joint filers). People who fail to meet the ownership or use test or have claimed the exclusion for another home within two years of the sale may qualify for a partial exclusion.

Don't forget capital improvements. If you find yourself with unexpected taxable gains on your home sale, check your records for overlooked capital improvement expenses you've paid over the years. The costs of capital improvements, such as adding another bath, garage or family room, are added to your basis in the home and, thus, reduce your taxable gain.

Reinvesting Your Dividends

Make sure you count any reinvested dividends as part of your tax basis when you sell the stock you bought through a dividend reinvestment plan. The dividends were taxed to you when they were originally paid. You don't want to pay tax on them twice. The same holds true for mutual fund dividends you had automatically reinvested.

State Taxes

Many state income tax laws are based on federal tax rules. So, the strategies you use for your federal tax planning may work with your state tax planning as well. Be aware that:

Some states allow two-earner couples who file joint federal returns to file separate state returns when it is advantageous. Check your state's rules. If you have a choice, calculate your tax both ways and use the method that produces the lower tax. Also, you may be considered a resident of–and owe taxes to–two states if you own two residences in different states. If you sell a property in another state at a profit, generally you owe that state taxes on your gain.

OVERSEAS AT TAX TIME

Should a Seafarer find himself or herself overseas and seeking IRS forms or assistance, U.S. embassies and consulates are equipped to provide some taxpayer-related services. At a minimum, IRS forms are available at all U.S. embassies and consulates located in:

- Berlin, Germany
- Caracas, Venezuela
- London, England
- Mexico City, Mexico
- Nassau, Bahamas
- Ottawa, Canada
- Paris, France
- Riyadh, Saudi Arabia
- Rome, Italy
- Sao Paulo, Brazil
- Sydney, Australia
- Tokyo, Japan.

TAXES DUE

APRIL 17, 2000

R SEAFARERS ■ TAX TIPS FOR SEAFARERS

VOTE

State Primary Dates and Voter Registration Deadlines for General Election: Tuesday, November 7, 2000

2000 promises to be a very exciting election year. The president of the U.S., as well as members of the House of Representatives and the Senate, will be determined this November 7.

In order to vote, you must be registered. The chart below lists some important dates and times you need to know in order to register and to exercise your right to vote.

State	Registration Deadline(s)	Primary Date (Presidential / Congressional)	Polling Hours
ALABAMA	10 days before an election	June 6 (Cong. runoff date - June 27)	8 am - 6/8 pm
ALASKA	30 days before an election	Conventions May 19 (R); May 20 (D) / Aug. 22	7 am - 8 pm
ARIZONA	29 days before an election	Feb. 22; March 11 (D) / Sept. 12	6 am - 7 pm
ARKANSAS	30 days before an election	May 23 (Cong. runoff date - June 13)	7:30 am - 7:30 pm
CALIFORNIA	29 days before an election	March 7	7 am - 8 pm
COLORADO	29 days before an election	March 10 / Aug. 8	7 am - 7 pm
CONNECTICUT	14 days before an election	March 7 / Sept. 12#	6 am - 8 pm
DELAWARE	20 days prior to general election; 21 days prior to primary election	Feb. 5; Feb. 8 (R) / Sept. 9	7 am - 8 pm
DISTRICT OF COLUMBIA	30 days before an election	May 2	7 am - 8 pm
FLORIDA	29 days before an election	March 14 / Sept. 5 (runoff date - Oct. 3)	7 am - 7 pm
GEORGIA	The 5th Monday before a general primary, general election or presidential preference primary. The 5th day after the date of the call for all other special primaries and special elections	March 7 / July 18 (runoff date - Aug. 8)	7 am - 7 pm
HAWAII	30 days before an election	Caucus March 7 (D); May 19 (R) / Sept. 23	7 am - 6 pm
IDAHO	25 days before an election by mail; 24 days before an election in person, or election day at the polls	May 23	8 am - 8 pm
ILLINOIS	29 days before primary; 28 days before general election	March 21	6 am - 7 pm
INDIANA	29 days before an election	May 2	6 am - 6 pm
IOWA	Delivered by 5 pm 10 days before state primary or general election; 11 days before all others. A postmark 15 or more days before an election is on time	Caucus Jan. 24 / June 6	7 am - 9 pm
KANSAS	Delivered 15 days before an election	April 4 / Aug. 1	6/7 am - 7/8 pm
KENTUCKY	28 days before an election	May 23	6 am - 6 pm
LOUISIANA	24 days before an election	March 14 / Nov. 7 (runoff date - Dec. 9)	6 am - 8 pm
MAINE	10 business days before an election or delivered in person up to and including election day	March 7 / June 13	6/10 am* - 8 pm
MARYLAND	9 pm on the 5th Monday before an election	March 7	7 am - 8 pm
MASSACHUSETTS	20 days before an election	March 7 / Sept. 19	7 am - 8 pm
MICHIGAN	30 days before an election	Feb. 22 [Caucus March 11 (D)] / Aug. 8	7 am - 8 pm
MINNESOTA	Delivered by 5 pm 21 days before an election; also election day registration at polling places	Caucus March 7 / Sept. 12	7 am - 8 pm*
MISSISSIPPI	30 days before an election	March 14 (Cong. runoff date - April 4)	7 am - 7 pm
MISSOURI	28 days before an election	March 7 / Aug. 8	6 am - 7 pm
MONTANA	30 days before an election	June 6	7 am/noon* - 8 pm*
NEBRASKA	The 4th Tuesday before an election or delivered by 6 p.m. on 2nd Friday before an election	May 9	7/8 am - 7/8 pm
NEVADA	9 pm on the 5th Sat. before any primary or general election. 9 pm on the 3rd Sat. before any recall or special election unless held on same day as primary or general election. Then it remains the 5th Saturday.	Conventions May 19-21 (D), May 25 (R) / Sept. 5	7 am - 7 pm
NEW HAMPSHIRE	10 days before an election, or registration at polls on election day	Feb. 1 / Sept. 12	11 am - 7 pm
NEW JERSEY	29 days before an election	June 6	7 am - 8 pm
NEW MEXICO	28 days before an election	June 6	7 am - 8 pm
NEW YORK	25 days before an election	March 7 / Sept. 12	6 am - 9 pm
NORTH CAROLINA	Postmarked 25 days before an election or received in elections office or voter registry agency by 5 pm	May 2 (Cong. runoff date May 30)	6:30 am - 7:30 pm
NORTH DAKOTA	North Dakota does not have voter registration	Conventions Feb. 29 (R), March 7 (D) / June 13	7/9 am - 7/9 pm*
OHIO	30 days before an election	March 7	6:30 am - 7:30 pm
OKLAHOMA	25 days before an election	March 14 / Aug. 22 (runoff date - Sept. 19)	7 am - 7 pm
OREGON	21 days before an election	May 16	7 am - 8 pm
PENNSYLVANIA	30 days before an election	April 4	7 am - 8 pm
RHODE ISLAND	30 days before an election	March 7 / Sept. 12	7 am/noon - 9 pm
SOUTH CAROLINA	30 days before an election	Feb. 19 (R), March 9 (D) / June 13 (runoff dat - June 27)	7 am - 7 pm
SOUTH DAKOTA	Delivered 15 days before an election	June 6 (Cong. runoff date - June 20)	7/8 am - 7/8 pm
TENNESSEE	30 days before an election	March 14 / Aug. 3	6/8 am - 7/8 pm**
TEXAS	30 days before an election	March 14 (Cong. runoff date - April 11)	7 am - 7 pm
UTAH	20 days before an election	March 10 / June 27#	7 am - 8 pm
VERMONT	Delivered to town clerk before noon, postmarked or submitted to DMV on 2nd Saturday before an election	March 7 / Sept. 12	6/10 am - 7 pm
VIRGINIA	Delivered 29 days before an election	Feb. 29 (R); Convention June 3 (D) / June 13#	6 am - 7 pm
WASHINGTON	30 days before an election or delivered in person up to 15 days before an election	Feb. 29 / Sept. 19	7 am - 8 pm
WEST VIRGINIA	30 days before an election	May 9	6:30 am - 7:30 pm
WISCONSIN	13 days before an election or completed in the local voter registration office 1 day before an election or completed at polling place on election day	April 4 / Sept. 12	7/9 am - 8 pm
WYOMING	30 days before an election or register at polling place on election day	March 10 / Aug. 22	7 am - 7 pm

* Depends on size of jurisdiction; ** 7 pm CST - 8 pm EST; # In Connecticut and Utah, conventions are held by the parties prior to the primary. In Virginia, parties may choose to nominate candidates by convention rather than by primary. SOURCE: U.S. Federal Election Commission.

Dispatchers' Report for Deep Sea

DECEMBER 16, 1999 — JANUARY 15, 2000

	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
Port	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	30	17	10	20	9	6	5	52	21	10
Philadelphia	3	3	2	4	2	0	1	10	4	4
Baltimore	6	4	2	7	2	2	0	11	6	5
Norfolk	16	14	10	15	13	8	8	20	18	7
Mobile	10	4	4	8	4	5	3	22	8	5
New Orleans	14	11	6	16	14	9	5	23	12	5
Jacksonville	36	13	19	28	14	11	18	71	29	16
San Francisco	24	11	3	18	6	2	6	45	18	3
Wilmington	25	16	7	20	11	3	12	40	23	13
Seattle	27	7	6	20	7	12	21	59	10	7
Puerto Rico	11	3	4	7	3	4	8	16	2	1
Honolulu	8	8	2	10	6	6	1	15	6	0
Houston	29	12	8	14	6	5	6	53	17	12
St. Louis	3	4	4	2	2	5	2	4	4	1
Piney Point	0	2	0	0	1	0	1	2	3	0
Algonac	1	1	0	0	0	0	0	2	2	1
Totals	**243**	**130**	**87**	**189**	**100**	**78**	**97**	**445**	**183**	**90**
ENGINE DEPARTMENT										
New York	16	11	3	16	5	0	5	24	13	3
Philadelphia	1	3	1	1	4	0	0	3	3	1
Baltimore	7	5	2	6	7	2	4	6	2	2
Norfolk	5	7	3	5	10	4	3	6	7	4
Mobile	8	7	0	5	3	0	1	18	6	3
New Orleans	7	9	4	3	8	3	1	15	16	3
Jacksonville	14	9	5	19	8	1	4	36	17	11
San Francisco	7	8	2	7	4	0	2	18	10	2
Wilmington	7	9	7	6	9	6	4	12	11	6
Seattle	13	3	3	12	1	3	6	19	8	4
Puerto Rico	2	2	1	0	3	2	0	11	1	0
Honolulu	8	5	2	4	3	1	1	13	12	5
Houston	17	4	3	16	5	2	7	26	6	6
St. Louis	4	2	1	2	1	0	0	3	2	3
Piney Point	0	3	0	1	5	2	0	1	3	0
Algonac	2	0	0	2	0	0	0	0	0	2
Totals	**118**	**87**	**37**	**105**	**76**	**26**	**38**	**211**	**117**	**55**
STEWARD DEPARTMENT										
New York	12	4	2	9	2	1	6	31	10	2
Philadelphia	1	1	0	1	1	0	0	5	1	1
Baltimore	6	3	0	2	3	1	1	6	1	1
Norfolk	6	7	2	9	5	2	6	13	9	2
Mobile	8	1	0	4	1	0	1	12	2	2
New Orleans	8	5	2	8	4	2	2	10	10	1
Jacksonville	21	6	6	13	5	4	10	26	7	5
San Francisco	29	3	2	18	2	1	4	46	7	1
Wilmington	21	4	4	13	4	2	12	33	5	3
Seattle	22	1	0	21	1	1	14	34	4	0
Puerto Rico	2	1	0	1	1	0	0	3	2	0
Honolulu	13	9	16	6	1	1	4	20	11	24
Houston	11	3	0	10	2	0	8	20	6	1
St. Louis	1	2	0	1	2	0	0	2	1	0
Piney Point	1	3	2	0	1	0	1	6	6	2
Algonac	0	0	0	0	0	0	0	0	1	0
Totals	**162**	**53**	**36**	**116**	**35**	**15**	**69**	**267**	**83**	**45**
ENTRY DEPARTMENT										
New York	4	20	14	4	14	17	0	8	42	26
Philadelphia	0	0	0	0	2	0	0	0	3	0
Baltimore	1	1	2	0	2	2	0	2	3	3
Norfolk	2	11	16	0	16	11	0	2	15	12
Mobile	0	8	1	1	5	0	0	3	10	4
New Orleans	5	14	4	3	10	11	0	5	15	8
Jacksonville	5	13	15	5	10	5	0	7	20	20
San Francisco	11	11	8	2	11	6	0	22	21	9
Wilmington	2	19	9	4	8	7	0	8	20	11
Seattle	8	17	9	6	16	16	0	13	20	9
Puerto Rico	5	1	4	1	1	3	0	5	1	3
Honolulu	16	45	120	5	9	15	0	20	72	157
Houston	2	6	3	0	7	3	0	2	13	8
St. Louis	0	0	3	0	1	0	0	0	0	3
Piney Point	0	17	14	0	8	16	0	0	13	11
Algonac	1	0	0	0	0	0	0	1	0	1
Totals	**62**	**183**	**222**	**31**	**120**	**112**	**0**	**98**	**268**	**285**
Totals All Departments	**585**	**453**	**382**	**441**	**331**	**231**	**204**	**1,021**	**651**	**475**

*"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.

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

Piney Point .....Monday: March 6, April 3

Algonac .....Friday: March 10, April 7

Baltimore.....Thursday: March 9, April 6

Duluth.....Wednesday: March 15, April 12

Honolulu.....Friday: March 17, April 14

Houston .....Monday: March 13, April 10

Jacksonville .....Thursday: March 9, April 6

Jersey City.....Wednesday: March 22, April 19

Mobile .....Wednesday: March 15, April 12

New Bedford.....Tuesday: March 21, April 18

New Orleans.....Tuesday: March 14, April 11

New York.....Tuesday: March 7, April 4

Norfolk .....Thursday: March 9, April 6

Philadelphia.....Wednesday: March 8, April 5

San Francisco .....Thursday: March 16, April 13

San Juan.....Thursday: March 9, April 6

St. Louis .....Friday: March 17, April 14

Tacoma .....Friday: March 24, April 21

Wilmington .....Monday: March 20, April 17

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

Personals

HERMAN COLLIER

Please call you brother, Joe Engbrock, in Houston at (713) 946-6162. He is very anxious to talk with you.

DEREK MACKAY

Please call you wife at (757) 559-6952.

PHILIP REYNOLDS

Bridget Booker would like you to give her a call. She is at 1 (800) 375-0060, ext. 5647.

CREW MEMBERS FROM THE 1940s

Thomas W. Hardeman is seeking to contact former crew members who sailed aboard the Richard Montgomery in 1943, the Jacob H. Gallinger in 1943-44, the Joseph H. Hollister in 1944, the William Terry Howell in 1945 and the Tyson Lykes in 1945. Hardeman can be reached at 821 Indigo Avenue, Casey, SC 29033

SURVIVORS OF THE SS ALCOA PILGRIM

Retired Seafarer James C. Huffmaster would like to get in touch with fellow crew members who survived the sinking of the SS Alcoa Pilgram (May 25, 1942). Please contact him via the SIU hall in Mobile, Ala. at (205) 478-0916.

Corrections

In a photograph published in the November 1999 issue of the *LOG*, page 13, QMED-Electrician Saro Koumashian of the MFOW was misidentified.

In the January 2000 issue, page 5, the article about the late SIU VP Bob Matthews should have stated that he came ashore during the union's formation in the late 1930s and worked as an official from that time until his retirement.

Brotherly Encounter at School

The SIU's motto, "Brotherhood of the Sea," may mean a bit more to some members than others. For instance, DEU Abdulsalam Mohamed (left) and AB Fadhl Mohamed are brothers who recently caught up on family news while upgrading at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. They hadn't seen each other in four years, and were happy to finally renew acquaintance at the school.

Seafarers International Union Directory

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermett Mangram
Vice President Government Services

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Dispatchers' Report for Great Lakes

DECEMBER 16, 1999 — JANUARY 15, 2000

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

	*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	22	18	0	10	10	0	12	7
Port				**ENGINE DEPARTMENT**					
Algonac	0	13	5	0	7	4	0	7	4
Port				**STEWARD DEPARTMENT**					
Algonac	0	5	10	0	2	7	0	3	3
Port				**ENTRY DEPARTMENT**					
Algonac	0	40	33	0	21	11	0	21	11
Totals All Depts	**0**	**78**	**69**	**0**	**39**	**27**	**0**	**27**	**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

DECEMBER 16, 1999 — JANUARY 15, 2000

	*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	3	10	0	0	1	2	3	18
Lakes, Inland Waters	30	0	0	20	0	0	10	0	0
West Coast	3	1	3	10	0	2	6	2	14
Totals	**34**	**4**	**13**	**30**	**0**	**3**	**18**	**5**	**32**
Region				**ENGINE DEPARTMENT**					
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	1	0	0	0	0	0	1	0
Lakes, Inland Waters	17	0	0	3	0	0	14	0	0
West Coast	0	0	0	0	0	0	1	0	1
Totals	**17**	**1**	**0**	**3**	**0**	**0**	**15**	**1**	**1**
Region				**STEWARD DEPARTMENT**					
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	1	0	0	1	0	0	0
Lakes, Inland Waters	9	0	0	4	0	0	13	0	0
West Coast	0	0	0	0	0	0	1	0	3
Totals	**9**	**0**	**1**	**4**	**0**	**1**	**14**	**0**	**3**
Totals All Depts	**60**	**5**	**14**	**37**	**0**	**4**	**47**	**6**	**36**

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

PIC-FROM-THE-PAST

This photo was sent to the *Seafarers LOG* by Mary Geiling, the widow of pensioner **Richard Geiling** of Shoreline, Wash.

It was taken during the Christmas season in 1955 aboard the hopper dredge *Sand Captain* in Venezuela.

Geiling is the tallest member of the galley gang in this photo. Other identified members are "Andy Messina, Tom, Frank, Jim and Frenchy."

Mrs. Geiling notes that her husband, who was an active member for 40 years (from 1951 until his retirement in 1991), died this past June. His ashes were scattered at sea from the deck of the *Sea-Land Reliance*—and he is greatly missed.

Welcome Ashore

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

One recertified bosun is among the 12 Seafarers announcing their retirements this month. Representing 46 years of active union membership, Recertified Bosun **Hubert C. Cain** is a graduate of the highest level of training available to members in the deck department at the SIU's training school in Piney Point, Md.

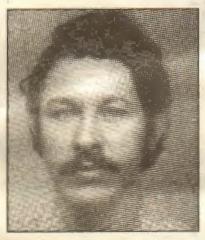
Including Cain, nine of the retiring Seafarers shipped in the deep sea division, two sailed on inland vessels and one plied the Great Lakes.

Six of the retiring pensioners worked in the deck department, five sailed in the engine department and one shipped in the steward department. Seven of the pensioners served in the U.S. military—six in the Army and one in the Navy.

This month, half of the pensioners have retired to the Gulf states and two each have chosen to live on the East Coast, Midwest and Puerto Rico.

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

DEEP SEA



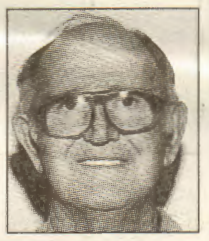
JOSE A. BERDIEL, 58, joined the Seafarers in 1967 in the port of New York. His first ship was the *Bienville*, operated by Sea-Land Service. The Puerto Rico native worked in the engine department and upgraded his skills at the Seafarers Harry Lundeberg School in Piney Point, Md. Prior to retiring, he worked on the *Humacao*, an NPR, Inc. vessel. Brother Berdiel makes his home in Cleveland, Ohio.

RAMON BONAFONT, 60, started his career with the SIU in 1964 in the port of New York. He first sailed aboard the *Colorado*, a Waterman Steamship Corp. vessel. Born in Puerto Rico, he sailed in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School. During his career, he was active in union organizing drives. Brother Bonafont last sailed aboard the *Sea-Land Producer*. Carolina, P.R. is where he calls home.

GEORGE BRUER, 66, began sailing with the Seafarers in 1959 from the port of New York. He sailed in the deck department and frequently upgraded his skills at the SIU's training school in Piney Point, Md. Born in Germany, he became a U.S. citizen and served in the U.S. Army from 1953 to 1955. During his career, he was active in union organizing drives. Brother Bruer has retired to Indian Harbor, Fla.

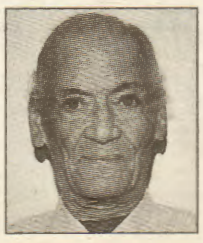
HUBERT C. CAIN, 65 first sailed with the SIU in 1952 in the port of Mobile, Ala. His first ship was the *Alcoa Polaris*. A native of Alabama, he worked in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School, where he graduated from the bosun recertification program in 1974. From 1963 to 1965, he served in the U.S. Army. Brother Cain last sailed aboard a Sea-Land Service vessel. He calls Mobile home.

WALTER W. CHANCEY, 58, graduated from the Andrew Furuseth Training School in 1958 and joined the Seafarers in the port of Mobile, Ala. Brother Chancey's first ship was the *Alcoa Partner*. Born in Florida, he worked in the engine department and frequently upgraded at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. During his career, he was active in union organizing drives. Prior to retiring, he worked aboard the *Sea-Land Express*. He makes his home in Seffner, Fla.

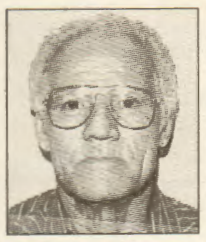


ARTHUR R. LANG, 62, joined the SIU in 1968 in the port of Jacksonville, Fla. His first ship was the *Longview Victory*. A native of Florida, he worked in the deck department. From 1956 to 1958, he served in the U.S. Army. Brother Lang last sailed aboard the *Galveston Bay*, a Sea-Land Service vessel. He has retired to Jacksonville.

ANGEL L. O'NEILL, 61, started his career with the Seafarers in 1958 in the port of New York. Born in Puerto Rico, he sailed in the steward department. He was active in union organizing drives during his career. Brother O'Neill last sailed aboard the *Mayaguez*, operated by NPR, Inc. Carolina, P.R. is where he calls home.



LARRIE L. PROFFITT, 88, began his career with the SIU in 1955. Born in Hawaii, he worked in the engine department as a chief electrician. Brother Proffitt last sailed in 1978 aboard the *Newark*, a Sea-Land Service vessel. He makes his home in Baltimore.



DONAL RAY SWANNER, 72, joined the Seafarers in 1977 in the port of Houston. Born in Oklahoma, he started his sailing career in the deck department aboard inland vessels. Brother Swanner later transferred to the deep sea division and worked in the engine department. During his career, he upgraded his skills at the Paul Hall Center for Maritime Training and Education. From 1953 to 1956, he served in the U.S. Navy. Prior to retiring, he worked aboard the *Paul Buck*, an Ocean Ships, Inc. vessel. He has retired to Channelview, Texas.

INLAND

TERRY R. LeBLANC, 65, joined the Seafarers in 1954 in the port of Houston. The Texas native began working in the deck department and later transferred to the engine department. Boatman LeBlanc last sailed aboard the *Manta*, a G&H Towing Co. vessel. Aransas Pass, Texas is where he calls home. From 1956 to 1958 he served in the U.S. Army.

MICHAEL J. POWELL, 55, first sailed with the SIU in 1970 in the port of Norfolk, Va. Born in Virginia, he worked as a captain. Boatman Powell last sailed in 1997 aboard the *Escort*, operated by Express Marine. He makes his home in Poquoson, Va.

GREAT LAKES

TIMOTHY W. WALLACE, 52, began his career with the Seafarers in 1971. The Michigan native sailed in the engine department and upgraded his skills at the Seafarers Harry Lundeberg School. From 1967 to 1969, he served in the U.S. Army. Brother Wallace last sailed in 1998 aboard the *Buffalo*, an American Steamship Co. vessel. Alpena, Mich. is where he calls home.

Aboard the Pathfinder

Continued from page 10

Due to the shallow depth of the Surinam River, we could take only a partial load of the ore. We were to stop at Port of Spain, Trinidad for the remainder of the cargo. The deck gang used our high pressure fire hoses to wash down the ship as we made good time down the river. We were glad to see the open ocean and escape the heat, even if it did mean there was a danger of running afoul of one of Der Fuehrer's submarines.

In Port of Spain, there was frantic construction. They were building an airbase that could be used for aircraft to protect shipping, and as a ferry base for flights to Africa and Europe. As I walked up the street, a catchy little tune called "Rum and Coca Cola" blasted at maximum volume from every cantina's open doorway. "Go down Point Cumana – both Motha an' Dahta – workin' fo' the Yankee dollah."

Point Cumana happened to be the red light district. It was war time, and some of the people were destitute. As we sailed back to Mobile with our full load of aluminum ore, we heard reports of ships being sunk near our intended route. Capt. Dumke changed course frequently to keep us well clear of the latest enemy action.

I had asked for a relief on arrival in Mobile, but much to my disappointment, none was available. I had to make a second voyage with the horses and cows. During the final week of that second voyage in early May 1942, Adm. Doenitz, commander of the German navy, moved a wolf pack of his submarines into the Gulf of Mexico. Our Navy was helpless to combat this maneuver, and ships were being sunk even at the mouth of the Mississippi River. Like the run up the East Coast, the Gulf became a shooting gallery for the enemy. The radioed cries for help from torpedoed ships were heart-wrenching, but there was nothing we could do except try to make it into Mobile Bay—where my relief was waiting.

Five days after I signed off the ship in Mobile, the German submarine *U-181* slammed a torpedo into the *Pathfinder* as she crossed the Gulf. Six months later at an island in the South Pacific called Guadalcanal, I received a report that the survivors had taken to the lifeboats and were picked up days later by a ship bound for Laurenco Marques, Mozambique, where they were put ashore. The animals did not survive.

JMS
SS Alcoa Pathfinder

Reprinted from past issues of the Seafarers LOG

THIS MONTH IN SIU HISTORY

1947

In a stirring demonstration of inter-union support, the Seafarers International Union took to the streets of downtown New York in support of the strike of the United Financial Employees, Local 205, AFL. More than 200 white-capped Seafarers joined the picket lines and distributed more than 25,000 leaflets, prepared by the SIU, to inform the public of the need for organizing the underpaid workers in the brokerage business.

1965

At a joint demonstration in San Juan, the SIU strongly protested attempts by the government and certain industry leaders on the island to allow foreign-flag vessels to enter the Puerto Rico trade. The SIU warned that the introduction of foreign-flag shipping into the island trade could result in the unemployment of 20,000 seamen.

In response to the demonstration, Adm. John Harllee, chairman of the Federal Maritime Commission, promised a "confident, determined and aggressive effort" to aid in the solving of the Puerto Rico freight rates controversy. He said that such a solution should be found without having to resort to the use of foreign-flag vessels in Puerto Rican trade.

1992

The *MV R.J. Pfeiffer*, the only large commercial ship under construction in the United States, was christened February 15 at a shipyard in San Diego. The new 714-foot containership is owned by Matson Navigation Company and is named for the company's chief executive officer and chairman of the board. Delivery of the ship is scheduled for June, with service commencing in August.... The cost for the *Pfeiffer* is $129 million and does not include government subsidies.

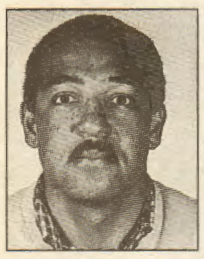
Final Departures

DEEP SEA

LEON A. ACOSTA

Pensioner Leon A. Acosta, 74, passed away December 7, 1999. Born in Colombia, he first sailed with the Seafarers in 1967 aboard the *Falmouth*. Brother Acosta sailed in the engine department as a chief electrician. Prior to retiring in June 1991, he signed off the *Robert E. Lee*, a Waterman Steamship Corp. vessel. He was a resident of New Orleans.

MICHAEL J. BARROW

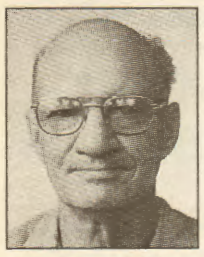


Michael J. Barrow, 49, died November 22, 1999. He began his career with the SIU in 1981 from the port of San Francisco. His first SIU ship was the *Santa Maria*, operated by Delta Steamship Lines. During his career, he sailed in all three departments. Brother Barrow last sailed aboard the *Global Link*. Born in Jamaica, he made his home in Richmond, Va.

CASIMIR BOGUCKI

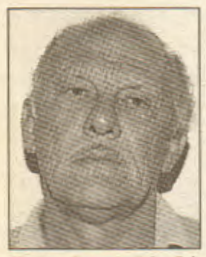
Pensioner Casimir Bogucki, 74, died November 11, 1999. A native of Pennsylvania, he joined the SIU in 1948 in the port of New York. Brother Bogucki sailed in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School in Piney Point, Md. During World War II, he served in the U.S. Navy from 1942 to 1946. Prior to retiring in September 1987, he signed off the *Overseas Alice*. Reno, Nev. was his home.

MILTON G. BROUSSARD



Pensioner Milton G. Broussard, 85, passed away November 11, 1999. Born in Louisiana, he first sailed with the Seafarers in 1956 aboard the *Antinous*, a Waterman Steamship Corp. vessel. Brother Broussard worked in the deck department, last sailing aboard the *Banner*, operated by International Ocean Transport Corp. A veteran of World War II, he served in the U.S. Army from 1941 to 1944. He also served in the U.S. Navy from 1933 to 1940. He was a resident of Yardley, Pa. and began receiving his pension in 1979.

RICHARD S. BYNUM



Pensioner Richard S. Bynum, 68, died November 14, 1999. He began his career with the SIU in 1978, first sailing on the *Del Sol*, operated by Delta Steamship Lines. Brother Bynum sailed in the deck department and upgraded his skills at the SIU's training school in Piney Point, Md., where he graduated from the bosun recertification program in 1988. The Louisiana native served in the U.S. Navy from 1948 to 1952. He made his home in Seattle and retired in December 1997. His last ship was the *Global Sentinel*, a Transoceanic Cable Ship Co. vessel.

SALVATOR CANDELA

Pensioner Salvator Candela, 73, passed away May 25, 1999. Brother Candela joined the Seafarers in 1942 in the port of New Orleans. During his career, he worked in the deck department and was active in union organizing drives. Prior to retiring in August 1986, he worked aboard the *Sea-Land Producer*. New Orleans was his home.

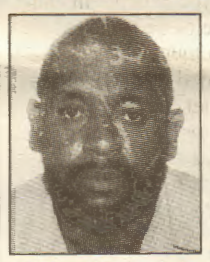
GUILLERMO S. CASTRO SR.

Pensioner Guillermo Castro Sr., 78, died November 24, 1999. Born in Puerto Rico, he began sailing with the SIU in 1945 from the port of Philadelphia. The deck department member was active in union organizing drives and upgraded his skills at the Seafarers Harry Lundeberg School, where he graduated from the bosun recertification program in 1974. Brother Castro last sailed aboard the *Boston*, a Sea-Land Service vessel. A resident of Ludowici, Ga., he began receiving his pension in 1983.

LEONG CHUN

Pensioner Leong Chun, 89, passed away November 22, 1999. Brother Chun joined the Marine Cooks and Stewards. He sailed as a member of the steward department and started receiving his pension in June 1970. He was a resident of San Francisco.

JOSEPH COLLINS

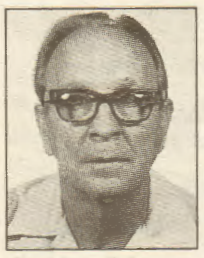


Pensioner Joseph Collins, 52, died December 15, 1999. A native of Alabama, he graduated from the SIU's entry level training program in 1968 and joined the union in the port of New Orleans. Brother Collins worked in the engine department and upgraded his skills at the Seafarers Harry Lundeberg School. A resident of Mobile, Ala., he began receiving his pension in April 1994.

WILLIAM J. DUNNIGAN

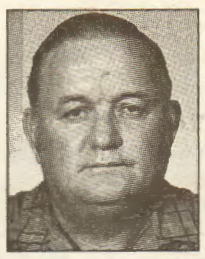
Pensioner William J. Dunnigan, 92, passed away December 1, 1999. Born in Maryland, he joined the Seafarers in 1945 in the port of Baltimore. He worked in the engine department as a chief electrician. Brother Dunnigan last sailed aboard the *Kainalu* and started receiving his pension in December 1985. He was a resident of Bel Air, Md.

ANGEL GARCIA



Pensioner Angel Garcia, 85, died recently. He began his career with the SIU in 1948 from the port of New York. Born in Florida, he worked in the steward department and upgraded his skills at the SIU's training center in Piney Point, Md. During his career, he was active in union organizing drives. Prior to retiring in October 1979, he worked aboard the *Guayama*, operated by Puerto Rico Marine Management. Tampa, Fla. is where he called home.

WILLIAM HUNTER



Pensioner William Hunter, 73, passed away October 29, 1999. Brother Hunter joined the Seafarers in 1955 in the port of Mobile, Ala. A native of Alabama, he worked in the deck department, last sailing aboard the *OMI Sacramento*. A resident of Mobile, he started receiving his pension in April 1990. He was a veteran of World War II, having served in the U.S. Navy from 1942 to 1946.

JOSEPH KRISTOF

Pensioner Joseph Kristof, 83, died November 12, 1999. Born in Wisconsin, he started his career with the Marine Cooks & Stewards (MC&S) in 1952 in the port of San Francisco. He sailed in the steward department and began receiving his pension in August 1978. Brother Kristof was a resident of Santa Rosa, Calif.

HERIBERTO MIRANDA

Pensioner Heriberto Miranda, 74, passed away November 29, 1999. A native of Cuba, he first sailed with the Seafarers in 1953. Brother Miranda worked in the engine department and started receiving his pension in July 1990. He made his home in Miami.

LIN SUEY ONG

Pensioner Lin Suey Ong, 87, died October 10, 1999. Brother Ong began sailing with the MC&S in 1946 from the port of San Francisco. Born in China, he worked in the steward department and retired in August 1973. San Francisco was his home.

GENE A. PASCHALL

Pensioner Gene A. Paschall, 74, passed away November 28, 1999. He first sailed with the Seafarers in 1946 aboard the *Joseph I. Kemp*. A native of Texas, he worked in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School, where he graduated from the bosun recertification program in 1979. During World War II, he served in the U.S. Navy from 1943 to 1946. Prior to retiring in April 1992, Brother Paschall worked aboard the *Star of Texas*, operated by Seahawk Management, Inc. He was a resident of Eagle Lake, Texas.

THOMAS R. READING

Pensioner Thomas R. Reading, 80, died October 18, 1999. Born in California, he started his career with the SIU in 1966 in the port of San Francisco. His first ship was the *Beloit Victory*. He sailed in the deck department and upgraded his skills at the SIU's training center in Piney Point, Md., where he graduated from the bosun recertification program in 1980. Prior to retiring in September 1985, he sailed aboard the *Sea-Land Independence*. During World War II, he served in the U.S. Army from 1940 to 1946. During the Persian Gulf War, Brother Reading came out of retirement and sailed aboard the *USNS DeSteiguer*. He made his home in Central, Utah.

EMIL H. RIUTTA

Pensioner Emil H. Riutta, 78, passed away November 14, 1999. A native of Oregon, he joined the Seafarers in 1957 in the port of Seattle. During his career, he worked in the engine department and was active in union organizing drives. Brother Riutta last sailed aboard the *Sea-Land Philadelphia* and began receiving his pension in November 1986. Astoria, Ore. was his home. During World War II, he served in the U.S. Coast Guard from 1942 to 1946.

RUDOLPH ROMA

Pensioner Rudolph Roma, 67, died December 7, 1999. Brother Roma began his career with the SIU in 1962 in the port of Houston, first sailing aboard the *Santa Emilia*. The Texas native worked in the engine department. He retired in May 1995, last sailing aboard the *Overseas Alice*. Brother Roma was a resident of Spring, Texas.

PETER SERNYK

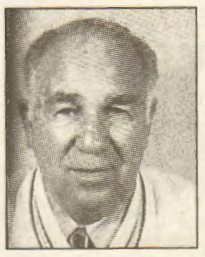
Pensioner Peter Sernyk, 78, passed away October 31, 1999. He first sailed with the Seafarers in 1951. Born in Poland, he worked in the deck department and upgraded his skills at the SIU's training center in Piney Point, Md., where he graduated from the bosun recertification program in 1975. Prior to retiring in December 1987, Brother Sernyk sailed aboard the *ITB Mobile*. He made his home in Ringwood, N.J.

INLAND

ROYCE M. CARAWAN

Pensioner Royce M. Carawan, 64, died November 27, 1999. A native of North Carolina, he began sailing with SIU in 1961 from the port of Norfolk, Va. Boatman Carawan worked in the deck department and upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. From 1952 to 1955, he served in the U.S. Navy. He last sailed aboard an Allied Towing Co. vessel and retired in February 1997. Boatman Carawan was a resident of Scranton, N.C.

HENRY S. GEORGE

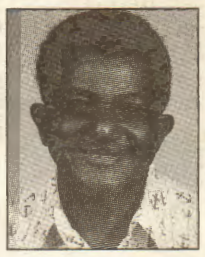


Pensioner Henry S. George, 84, passed away November 23, 1999. He joined the SIU in 1961 in the port of Norfolk, Va. The Virginia native worked as a tugboat captain, last sailing aboard a McAllister Towing Co. vessel. A resident of Whitestone, Va., Boatman George began receiving his pension in February 1979.

ROBERT F. HUDGINS

Robert F. Hudgins, 54, died December 3, 1999. Boatman Hudgins started his career with the Seafarers in 1962 in the port of Norfolk, Va. The Virginia native sailed in the deck department and attended an education conference in 1978 at the SIU's training school in Piney Point, Md. A resident of Mathews, Va., he last sailed in 1985 aboard a Moran Towing Co. vessel.

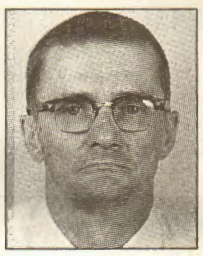
SIDNEY JACKSON



Pensioner Sidney Jackson, 89, passed away November 16, 1999. He began sailing with the SIU in 1957 from the port of Mobile, Ala. He worked in the steward department and began receiving his pension in May 1976. Boatman Jackson was a resident of Carlton, Ala.

GREAT LAKES

HENRY J. BENTON



Pensioner Henry J. Benton, 84, passed away November 19, 1999. Brother Benton began sailing with the Seafarers in 1950 from the port of Chicago. The Michigan native worked in the engine department, last sailing aboard the *Adam E. Cornelius*, operated by American Steamship Co. A resident of North Muskegon, Mich., he began receiving his pension in March 1977.

VANDELIN P. KOVALIK

Pensioner Vandelin P. Kovalik, 82, died November 2, 1999. Born in Ohio, he first sailed with the SIU in 1948 in the port of Cleveland. He started in the steward department and later transferred to the deck department. Brother Kovalik last worked aboard the *Lakewood*, an Erie Sand Steamship Co. vessel. He was a resident of Richmond Heights, Ohio and retired in April 1982.

DONALD L. MASKELL

Pensioner Donald L. Maskell, 62, passed away November 16, 1999. A native of Michigan, he joined the Seafarers in 1964 in the port of Detroit. Brother Maskell began working in the engine department and later transferred to the deck department. A resident of Alpena, Mich., he started receiving his pension in 1994.

HOWARD N. NEGARD

Pensioner Howard N. Negard, 86, died November 4, 1999. He started his career with the SIU in 1961 in the port of Duluth, Minn. A native of Minnesota, he sailed as a member of the engine department. Brother Negard made his home in Duluth and retired in November 1978.

RAILROAD MARINE

JAMES J. MONTENES

Pensioner James J. Montenes, 78, passed away November 27, 1999. Brother Montenes joined the Seafarers in 1960 in the port of New York. The New York native sailed as a deckhand and started receiving his pension in December 1981. During World War II, he served in the U.S. Navy from 1941 to 1945. He was a resident of Waterloo, N.Y.

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.

SEA-LAND CHALLENGER (Sea-Land Service), August 1—Chairman **Richard L. Volkart**, Secretary **William E. Bragg**, Educational Director **Herman Manzer**, Deck Delegate **Frank Cammuso**, Engine Delegate **Teddie H. Carter**, Steward Delegate **Henry O. Wright Jr.** Chairman noted that new toaster received and installed in crew mess. He led discussion of announcement of Maersk's intended acquisition of Sea-Land's international assets. Awaiting more information. Secretary passed on information pertaining to asbestos settlement and talked about relaxed assessment for STCW compliance. Educational director stressed importance of regular upgrading and benefits of attending Piney Point. He noted that as more requirements and training are imposed on livelihood of seafarers, it is more important than ever to remain current and up-to-date. No beefs or disputed OT. Suggestion made and forwarded to contracts department to revamp Article V of standard contract to better relate to three-man steward department, which is now norm. Request made to bring up issue of late standbys at next union meeting in Wilmington, Calif. Inquiry made as to lack of fans in cabins and common areas. Steward will investigate. Crew members getting off vessel should vacate cabin for new member. If overnight stay courtesy extended, then he should move to spare cabin. Next ports: Oakland and Long Beach, Calif.

SEA-LAND EXPLORER (Sea-Land Service), August 13—Chairman **David Messick**, Secretary **William Burdette**, Educational Director **Robert J. Flesey Jr.**, Deck Delegate **James C. Henry**, Engine Delegate **Jesse Manard**, Steward Delegate **Michael Briscoe**. Chairman announced payoff after arrival August 17 in Long Beach, Calif. Educational director reminded everyone about fire fighting training at Paul Hall Center and about STCW requirements. Treasurer announced $1,200 in ship's fund. Chief Cook Briscoe purchased video rewinder for ship and will be reimbursed. He also wants to buy rice cooker for galley. No beefs or disputed OT reported. Notice received from VP Contacts Augie Tellez regarding sale of portion of Sea-Land to Maersk. Suggestion made and forwarded to contracts department to change time required for tour of duty. All hands reminded to take complaints directly to department delegate.

SEA-LAND VOYAGER (Sea-Land Service), August 2—Chairman **Stephen R. Garay**, Secretary **James E. Harper**, Educational Director **DiMarko L. Shoulders**, Deck Delegate **Edward F. O'Brien**, Engine Delegate **P. Alegado**, Steward Delegate **Jorge A. Barahona**. Chairman announced extended deadline for STCW relaxed assessment. He also reminded everyone to get TRBs signed by mate or engineer and urged crew to consider upgrading skills or endorsements at Piney Point. Secretary noted upgrading is vital to maritime industry. No beefs or disputed OT reported. Explanation of Maersk Sea-Land agreement read, discussed and posted. Steward related difficulty ordering adequate stores.

MAERSK ARIZONA (Maersk Lines), September 29—Chairman **Scott A. Heginbotham**, Secretary **Joseph S. Henby**, Educational Director **David W. King**, Deck Delegate **Joseph LeBeau**, Steward Delegate **Raford Nixon**. Chairman noted seamen must complete 70 days or two trips to receive transport home. Parts available for crew mess salad bar and should be fixed soon; dumbwaiter still waiting on parts for repair as are several washers and dryers. Some transformers available aboard ship and must be signed for and returned. Chairman reminded all hands to make sure to firmly close both elevator doors. Discussion held on hatch-handling safety. Secretary noted ship to transit Suez Canal, then head to Djibouti, Africa and Chittagong, Bangladesh. Educational director stressed need for crew members to have STCW basic safety endorsements. Treasurer announced $20 in ship's fund. Clarification requested on rates for ABs going directly from watch to deck jobs. No beefs or disputed OT reported. Question raised concerning issuance of coveralls and high prices in slop chest.

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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.

SEA-LAND CHALLENGER (Sea-Land Service), August 1—Chairman **Richard L. Volkart**, Secretary **William E. Bragg**, Educational Director **Herman Manzer**, Deck Delegate **Frank Cammuso**, Engine Delegate **Teddie H. Carter**, Steward Delegate **Henry O. Wright Jr.** Chairman noted that new toaster received and installed in crew mess. He led discussion of announcement of Maersk's intended acquisition of Sea-Land's international assets. Awaiting more information. Secretary passed on information pertaining to asbestos settlement and talked about relaxed assessment for STCW compliance. Educational director stressed importance of regular upgrading and benefits of attending Piney Point. He noted that as more requirements and training are imposed on livelihood of seafarers, it is more important than ever to remain current and up-to-date. No beefs or disputed OT. Suggestion made and forwarded to contracts department to revamp Article V of standard contract to better relate to three-man steward department, which is now norm. Request made to bring up issue of late standbys at next union meeting in Wilmington, Calif. Inquiry made as to lack of fans in cabins and common areas. Steward will investigate. Crew members getting off vessel should vacate cabin for new member. If overnight stay courtesy extended, then he should move to spare cabin. Next ports: Oakland and Long Beach, Calif.

SEA-LAND EXPLORER (Sea-Land Service), August 13—Chairman **David Messick**, Secretary **William Burdette**, Educational Director **Robert J. Flesey Jr.**, Deck Delegate **James C. Henry**, Engine Delegate **Jesse Manard**, Steward Delegate **Michael Briscoe**. Chairman announced payoff after arrival August 17 in Long Beach, Calif. Educational director reminded everyone about fire fighting training at Paul Hall Center and about STCW requirements. Treasurer announced $1,200 in ship's fund. Chief Cook Briscoe purchased video rewinder for ship and will be reimbursed. He also wants to buy rice cooker for galley. No beefs or disputed OT reported. Notice received from VP Contacts Augie Tellez regarding sale of portion of Sea-Land to Maersk. Suggestion made and forwarded to contracts department to change time required for tour of duty. All hands reminded to take complaints directly to department delegate.

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SEAFARERS PAUL HALL CENTER 2000 UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

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

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	April 3	May 12
Welding	February 14	March 3
	March 13	March 31
	April 17	May 5
	May 26	June 9
Designated Duty Engineer (DDE)	May 15	June 23

Steward Upgrading Courses

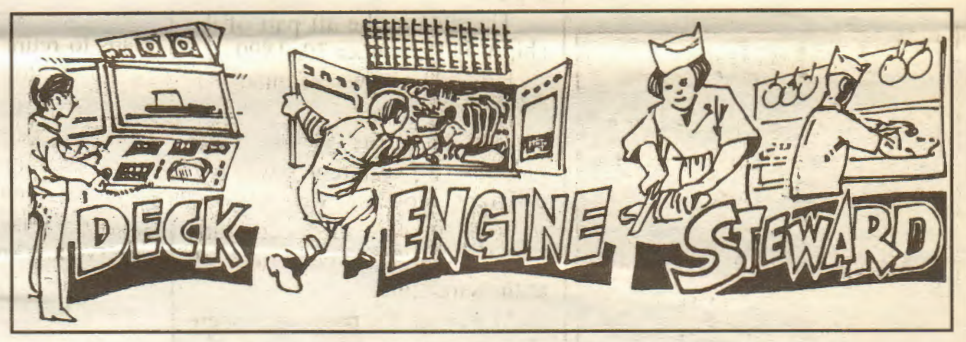
Course	Start Date
Galley Operations/ Advanced Galley Operations *(Every week)*	February 7, 14, 21, 28
	March 6, 13, 20, 27
	April 3, 10, 17, 24
Certified Chief Cook/Chief Steward *(Every other week)*	February 7, 21
	March 6, 20
	April 3, 17

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/ Assistant Cargo (DL)* *(*must have basic fire fighting)*	February 7	February 25
	March 6	March 24
	April 3	April 21
	May 1	May 19
	May 29	June 16
Basic Fire Fighting	February 28	March 3
	March 27	March 31
	April 24	April 28
	May 22	May 26
Advanced Fire Fighting	February 14	February 25
	March 6	March 17
Government Vessels	February 28	March 17
	March 27	April 14
	May 1	May 19
	May 22	June 9
STCW Basic Safety (refresher)	February 7	February 11
	March 6	March 10
Tankerman (PIC) Barge* *(*must have basic fire fighting)*	March 13	March 17
	April 3	April 7
	May 22	May 26
LNG Familiarization* *(*must have advanced fire fighting)*	February 28	March 3
	March 20	March 24
Oil Spill Containment	February 28	March 3

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.



Make your plans to upgrade at the Paul Hall Center.

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 seatime 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 seatime for the course if it is Coast Guard tested. **All FOWT, AB and QMED applicants must submit a U.S. Coast Guard fee of $280 with their application. The payment should be made with a money order only, payable to LMSS.***

COURSE	*BEGIN DATE*	*END DATE*

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

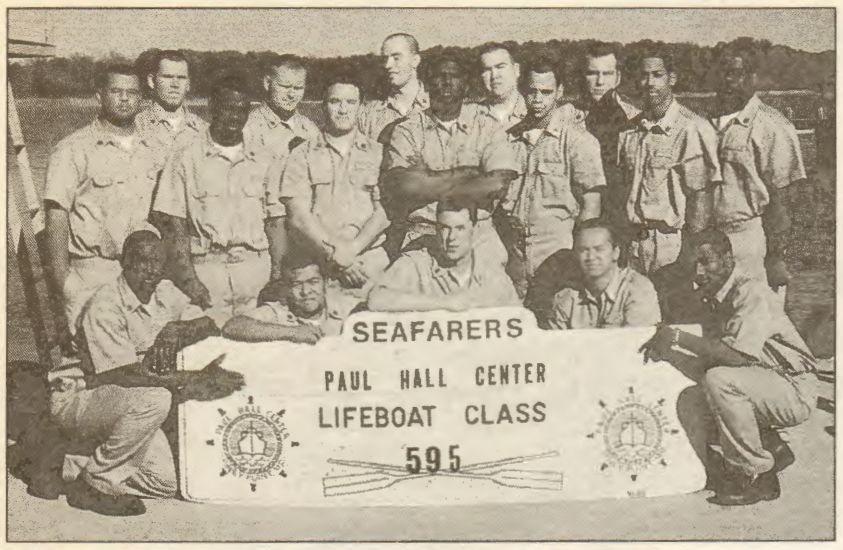
NOTE: Transportation will be paid in accordance with the scheduling letter only if you present original receipts and successfully complete the course. If you have any questions, contact your port agent before departing for Piney Point.

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

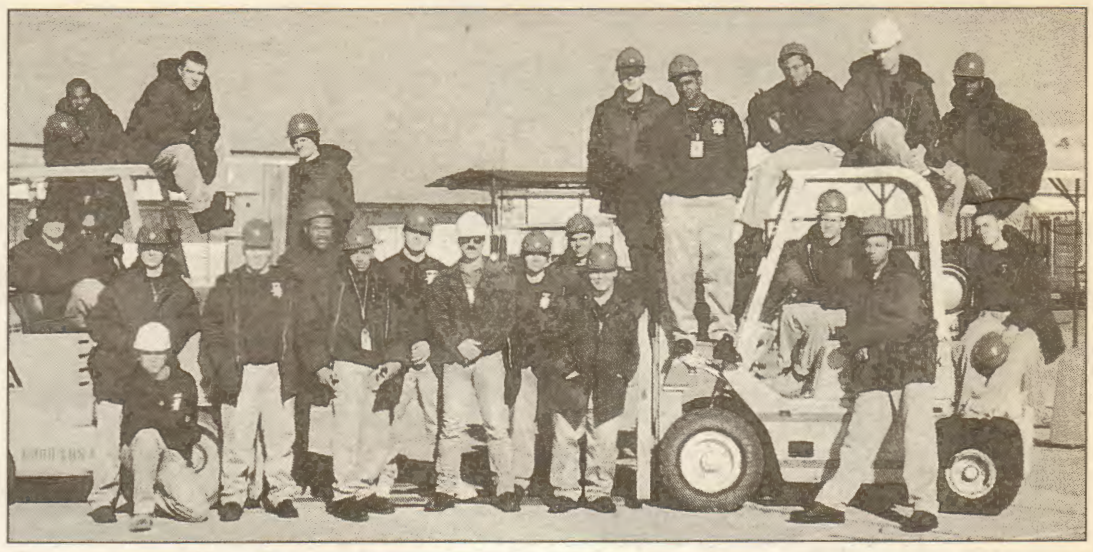
The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard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

2/00

Paul Hall Center Graduating Classes



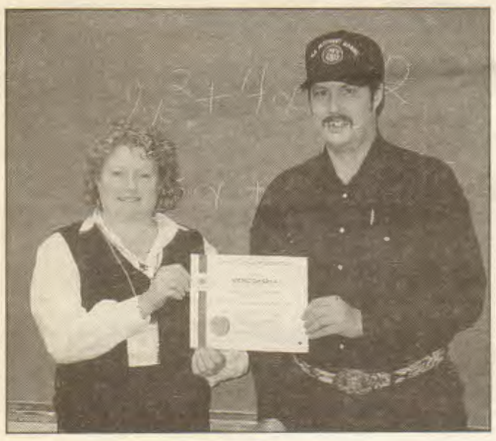
Unlicensed Apprentice Water Survival Class 595 — Unlicensed apprentice class 595 graduating from the water survival course are (from left, kneeling) Randolph Cash, Gregorio Abalos, Christopher Cummings, Ronel Guerzon, Keyshon Foote, (second row) Tyrone Brown, Montroes Fulton, Michael Bull, Eli Ade, Benny Perez, Carlos Castillo, Walter Kyles, (third row) Charles Walker, Jonathan Aichs, Christopher Todd, Guy Todd II and Ian Ferguson.



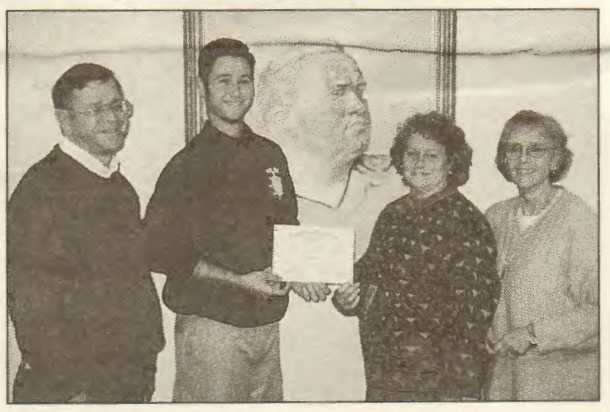
Government Vessels — Seafarers who successfully completed the government vessels course on December 17 include (in no specific order) Steve Roquemore, Charles Sadler, Greg Cherry, Robert Forrest, Frank Patrick, Tim Graham, Edward Milstead, James Tyson, William Kelley, Benjamin Ines, Roderick Clay, Ahmed Sharif, Justin Seybert, Michael Joel, John Palughi, John Petushin, Timothy Horger, James McCarthy, Brandon Maeda and Keith Kowaleski.

Unlicensed Apprentice Basic Fire Fighting Class 596 — Members of unlicensed apprentice class 596 graduating from the basic fire fighting class are (in no particular order) Kyle Bailey, Spencer Randall, Sherrod Frazier, Armando Garayua-Gonzalez, Edward Joyal III, Harry McKever, Terrell McMillian, Felix Medina-Vidal, Andres Morin, Marquel Sapp, Shauntay Shavies, Robert Walter, Raymond Elsner Jr. and Randall Sachs. Their instructor, John Smith, is at far left.

Unlicensed Apprentice Water Survival Class 597 — Graduating from the water survival portion of their studies are members of unlicensed apprentice class 597 (from left, kneeling) Robert Brown, Matthew Redlinger, Michael Sherno, Harry Clements IV, (second row) Justin Rodgers, Justin Baker, Bernabe Peligon (instructor), Darren Rollins, Robert Gambill, David King Jr., (third row) Roland Carter II, Freddy Traffin, William Howell III, Jon Hemba and Robert O'Neal.



Academic — Ursel (Buddy) Barber receives a certificate of achievement from instructor Peggy Densford for completing a college-level course in developmental math. Barber is a Class I QMED who sails from the port of Houston.



GED — It was a proud day for Justin Germain, a Phase III unlicensed apprentice, as he receives his Maryland high school diploma through the Paul Hall Center. With him are (from left) Academic Department Coordinator Ed Fitzgerald and Academic instructors Peggy Densford and Joan Miles.

Advanced Galley Operations — Finishing one of the required two-week modules in the galley operations curriculum are (from left) Larry Pugh, William Mohica, Kim Gardner and Chef/Instructor Ed White.

Advanced Fire Fighting — Marking completion of the advanced fire fighting course on December 10 are Allan Gorman, Ilavia Amaya, Daniel Figge, Daniel Gish, Clarence Sampay, Clovis Pomare, Ali Rhoufiry, Frank Iverson, Gheorghe Savencu, David St. Onge and David Hinson. Their instructor, Anthony Hammett, stands at far left.

Paul Hall Center Graduating Classes

Tankerman (PIC) Barge Course — G&H Towing boatmen completing the tankerman (PIC) barge course in September are (from left, kneeling) Jesse Alaniz, T.J. Snead, Roy Wick, Richard Johnson, Adam Simon, Martin Almanza, (second row) Matt Hargrove, Brian Taylor, Kevin Casler, Ted Sliter, Jaime Brown, Steve Williams, Leo Barron and G&H trainer Sabrina Matteson. Their instructor was Mitch Oakley.

Tankerman (PIC) Barge Course — Graduating from the tankerman (PIC) barge course in the port of Jacksonville on August 12 are Crowley boatmen Aitzgorri Gastanaga (left) and Ernest Williams (right). With them is instructor Mitch Oakley.

Unlicensed Apprentice Class 596 — In the steward culinary lab, members from class 596, under the supervision of instructor Shannon Twigg, proudly show the fruits of their labors in preparing breakfast.

Phase I Unlicensed Apprentices — For members of unlicensed apprentice class 595, this visit to the *USNS Antares* in Baltimore is their first time on a vessel before they will actually ship out.

Upgraders Water Survival — Upgrading Seafarers who completed the water survival class on November 12 are (from left, kneeling) Helen Mitchell, Spencer Moxley Sr., (second row) Bernabe Pelingon (instructor), Ellis Jones, Ali Rhoufiry, Wilfred Scales, Carlos Julio, Marcial Avila, Francisco Harry, (third row) Mohamed Abdulsalam, Ali Naser, Sidney Jenkins, Velly Marquez, (fourth row) George Johnson, Julian Lacuesta Jr., Edgardo Ong, Virgilio Managbanag, Romeo Rivera and William Bruce.

Phase III Unlicensed Apprentices — Phase III unlicensed apprentices tour the SL-7 *USNS Antares* in Baltimore to gain a better understanding of the work that goes on in the deck and engine departments. They are (in no specific order) Brett Parkins, Lane Schroeder, Roger Steward, DeMichael Dews, Andrew Straka Jr., Bruce Weathers, Ramon Thomas, Christopher Gen, Raheem Owens, Jess Chalker, Mitchell Gustafson, Kevin Johnson, Brent Morris, Anthony Cruz Vergara, Kristopher Anderson, Paul Weil, Donaldo Arevalo, John Allan, James Miller Jr. and Chad Partridge.

Tanker Assistant Cargo (DL) — Among those completing the tanker assistant cargo (DL) course on October 15 are (in no particular order) Nestor Montoya Jr., Misti Thornbrugh, Martin Vargas, Shatonn Fowler, Antonio Watson, William Rozier, Salvatore Migliara, Chris Daniels, Jeffrey Smith, James Brown, Samuel Giles, Marion Collins, Joshua Weir, Chad Warren, Fahd Alsoofi, Melvin Hill III, Paul Flores, Pedro Ortiz Jr. and Jarian Hutchinson. Their instructor, Jim Shaffer, is standing at far right.

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The Seafarers Log

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Attention Seafarers:

This year is a leap year. Take advantage of the extra day to work on your SIU scholarship application. See page 11 for additional information.

'Head Recruiter' Honored at Meeting

Annamarie Haller Is the Proud Mother of Four Seafarers

She has gone from "Special SIU Dispatcher" to "Head SIU Recruiter."

But whatever title is awarded to Annamarie Haller, it cannot top the one of which she is most proud—the mother of four SIU members.

Seafarers showed their gratitude during the January membership meeting in Piney Point, Md. when SIU Vice President Contracts Augie Tellez recognized her in the audience. She received a solid round of applause from all those in attendance.

Tellez called her the "head recruiter" in the union. As proof, he added, she was attending the meeting with two of her four maritime sons: OMU **Mike Haller** and Chief Electrician **John Haller**. (The other two are **Chuck**, a hawsepiper who sails as an engineer, and QMED **Robert**. A fifth brother, Joey, pursued a shoreside career.)

Mrs. Haller, a resident of Summit, Miss., had spent Christmas and New Year's with her sons in the Philadelphia area. They told her they were planning to attend the union meeting and invited her to join them.

Ten years ago, the Hallers were featured in the *Seafarers LOG* as one of the large number of families with more than one member sailing with the SIU.

In December 1989, the *LOG* noted that when manpower needed to fill a position in the engine room, they would call Mrs. Haller to help locate one of her sons. In the same article, Chuck said he would hate to hear the phone ring when he was at home because his mother would be honest and tell manpower where he was.

Left: Two of Annamarie Haller's four seafaring sons join her on the stage in Piney Point. From the left are OMU Mike Haller, SIU VP Contracts Augie Tellez, Mrs. Haller, CE John Haller, his wife, Marlene, and SIU Sec'y-Treas. David Heindel.

Below: Annamarie Haller stands before the SIU membership during the January meeting in Piney Point after being recognized as the union's "head recruiter."

Since then, she has moved to Mississippi, but she still keeps up with the happenings in the union.

When asked what it took to raise all of her sons, she responded, "A lot of prayers."

She quickly added she is proud of all of them: "We made it and it has worked."

Three of the four brothers graduated from the trainee program at Piney Point. John was the first, completing the program in 1972. Robert followed two years later. Mike came through in 1995.

Several of them have sailed together. John recalled trips with Chuck aboard the *USNS Antilles, Overseas Anchorage* and *Sea-Land San Juan.* Tellez remembered that Robert and John were involved in organizing Crowley tugs on the West Coast.

John and Mike told the *LOG* that following the meeting they were taking their mother on a trip to Washington, D.C. Mrs. Haller added she was looking forward to seeing the White House, the Vietnam Memorial and some art museums.

Chief Cooks Chat with SIU President

During a break in their recent studies at the Paul Hall Center for Maritime Training and Education, Chief Cooks Eddie Ong (right) and Marie Mitchell spoke with SIU President Michael Sacco concerning the proposed merger of the NMU into the SIU.

Visiting the Paul Hall Center

Recertified Steward Ekow Doffoh (left) brought his wife, Winifred, to the January membership meeting in Piney Point. While touring the center, they posed with SIU Sec'y-Treas. David Heindel.

And Starboard Means....

Part of the vessel familiarization training at the Paul Hall Center is learning wheel commands for steering a vessel. Here, students at the Piney Point, Md. facility receive instruction from Larry Malone aboard the training vessel *Osprey.* Eager to take the wheel are Tim Manes, Earnesto Brandon, Jose Echeverria and John Barrington.