



The Seafarers Log

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

MTD Charts Course For the Next Century

New Ships Signal More Jobs For Mariners, Yards, Docks



MTD (and SIU) President Michael Sacco (right) welcomes AFL-CIO President John Sweeney to the Maritime Trades Department biennial convention last month in Los Angeles. Sweeney and other guest speakers, including members of Congress, voiced strong support for the U.S. merchant marine to the delight of the delegates in attendance. Pages 3, 11-14.

Jobs Gained as Ship Reflags U.S.



The car carrier *Tanabata* recently joined the Seafarers-contracted fleet when it reflagged under the Stars and Stripes. The five-year-old vessel becomes part of the U.S. Maritime Security Program. Page 3.

Members Consider SIU-NMU Merger



More details concerning the proposed merger of the NMU into the SIU-AGLIWD have been sent to Seafarers, including AB/Wheelsman Vladislav Pit-senko, pictured last month aboard the *J.A.W. Iglehart* in Toledo, Ohio. Balloting begins December 1 in all SIU union halls. Page 2.

President's Report

Looking to a Bright Future

The SIU is a respected organization within the maritime industry and on Capitol Hill because this union has consistently stood up for its members, fought for what is right and needed in the business, and shown the foresight to prepare for future challenges.



Michael Sacco

All three of these factors are involved as you begin casting your ballots next month to tell the executive board whether to continue merger talks with the NMU.

First, bringing the NMU within the ranks of the SIU AGLIWD will benefit members of both unions.

As many of our experienced members can tell you, we've had our share of run-ins over the years with the NMU. Valuable resources that could have been better spent on strengthening the U.S.-flag fleet instead were used on trying to outdo the other union.

For 62 years, we have opposed one another while the officials of both unions worked hard to improve the lives and working conditions for the men and women who sailed aboard their contracted ships.

With a merger, we will stand together and continue the fight for better wages, good benefits and safer vessels. Companies will not be able to pit one union against the other. They will face a unified front of America's unlicensed mariners.

The SIU has realized for generations that we have to work with the maritime community in order to ensure a strong U.S.-flag fleet.

That is why the Seafarers, along with the Paul Hall Center for Maritime Training and Education, for decades has held advisory board meetings with officials from deep sea, inland waterways and Great Lakes companies to develop legislative plans for the industry at large and a classroom curriculum for specific needs aboard vessels.

By working together with the industry to establish a common agenda, the SIU continues to be a major player as the U.S.-flag fleet charts its course for the 21st century. The role the SIU plays in the decision-making process can only get stronger with the addition of the NMU.

Finally, the SIU long has shown it plans for the future

while looking out for the immediate needs of its members.

When the union was created in 1938, it was composed of three separate and autonomous districts—one for the Atlantic Coast, one for the Gulf Coast and one for the Great Lakes. In less than two years, the membership realized this separation would not work. They voted to merge the Atlantic and Gulf districts rather than weaken the new union with jurisdictional disputes.

This unified approach allowed the union to fight for benefits such as health care, pension and educational opportunities through training schools and a scholarship program. The creation of the A&G District made organizing efforts easier as they were handled by the combined force, rather than having two branches of the same organization expending resources for the same jobs.

In the late 1950s, the Great Lakes District merged into the A&G, making the union stronger.

In the next decade, a longtime vision of the union's president, Paul Hall, came into being with the creation of the consolidated training center in Piney Point, Md. Hall believed the strength of the U.S.-flag fleet required mariners trained in the latest methods and skills. He combined the several schools operating out of union halls into one site where members could study in an atmosphere favorable for learning.

From its roots in 1967, the Paul Hall Center has grown and been an innovator. It has set the standard others have followed—the first with shiphandling simulators, the first with oil spill prevention and containment classes, the first with a Coast Guard-accepted training record book—and continues to do so today with the state-of-the-art fire fighting and safety school that opened this summer.

As we all know, the earlier mergers set a precedent for making the SIU better and stronger by bringing more mariners into our ranks. However, the 1978 merger with the Marine Cooks & Stewards set the standard that still is being followed today.

With the MC&S as part of the AGLIWD, the SIU became the first unlicensed union with jurisdiction from coast to coast. Because the MC&S already had a well-established pension and welfare program, the officials involved in the merger decided to keep those benefits

separate from the ones available to AGLIWD members. That is still the case today.

Matters dealing with seniority, training and hiring halls were worked out and brought to the members for their consideration. It was a multi-vote process that took about two years to implement. In each step, the rank-and-file played an active role.

Just like each merger before it, the SIU became stronger. Members benefited through better job security. The industry benefited because the union spoke with a more unified voice.

Now we are closer to doing something that will benefit all American mariners. This has been years in the making.

The vote that begins on December 1 is the latest step in the process. Officials from both the SIU and NMU have met many times to see if a merger is possible. They have come to the conclusion that it is, and that it's in the best interests of the membership.

Now, you must decide if this process will continue. Your vote tells the officials to continue their work and begin dealing with the specifics involving seniority, benefits and constitutional changes. The merger committee already has concluded it will be in the best interest of all to keep the pension, welfare and vacation plans separate.

We already have witnessed how SIU and NMU members have studied side-by-side at Piney Point. We have seen the first contract covering SIU and NMU members working for ships operated by the same company. We have welcomed NMU offices operating in SIU halls. We are seeing that we can work together.

In order to go forward, we now need to hear from the members. Both the SIU and NMU are conducting this election at the same time.

The results will be known in early February. This is fitting because bringing the NMU into the SIU will set a solid course for the 21st century for job security for all members and a strong U.S.-flag fleet.

I urge each member to think long and hard about the direction you want this industry and our union to head in the next century. With the solid foundation set by those who came before us, this merger can only build a brighter future for all.

Members Start Consideration For SIU-NMU Merger Vote

Initial response is favorable from many Seafarers who are considering next month's balloting on whether to continue merger talks with the National Maritime Union.

From monthly membership meetings to discussions aboard ships, the merger is the hottest topic among SIU members.

Recertified Bosun **George Mazzola** told those attending the October membership meeting in Piney Point, "When I first heard about that, I was real skeptical. But let's do it!"

Mazzola, who has sailed with the SIU since 1972, added unity between the SIU and NMU should benefit all members when it comes to bargaining new contracts.

On the Great Lakes, QMED **Jay Linx** has sailed with both the SIU and NMU. He believes a

merger would be good for all.

"I'm very much in favor of it. I think it's going to help get us better salaries once the unions aren't competing against each other. It will create a stronger union with everybody being under one hat," added the 48-year-old, who sails from the port of Algonac, Mich.

During SIU President Michael Sacco's visit with members aboard ships in the port of Long Beach, Calif., Seafarers asked him how the merger would affect them.

He told crews aboard the *Sea-Land Patriot* and Matson's *Lihue* that a merger would help both unions. He reminded the crews how the SIU was strengthened through its previous mergers, including the one in 1978 involving the Marine Cooks & Stewards.

In response to questions, Sacco said officials from both unions serving on the merger committee already have decided to follow the 1978 precedent to keep the SIU and NMU pension, welfare and vacation funds separate, should the merger be approved. However, the training and hiring hall funds probably would be combined, he added.

Additionally, the SIU executive board mailed a letter in late October to further explain the merger process. The letter informed members about the three-step voting process that will take place.

The first is the election that will run from December 1 to January 31, 2000 to give the executive board permission to continue with the merger talks. (A similar election is taking place at the same time in the NMU.)

Should the members of the two unions approve the continuation, talks on specific topics would begin. The letter stated Seafarers then would vote during the November-December 2000 general election to approve needed constitutional changes such as the addition of vice presidents and the NMU in the union's name. It specifically pointed out NMU members would not be eligible to vote in the general election as the merger would not be completed.

Following the general election, a third election would be held for SIU members to vote for



Galley gang aboard the *Lihue* show SIU President Michael Sacco their support for the merger. From the left are Chief Cook Willie Madison, Sacco, BR Nunu Randle and 3rd Cook Neil Ball.

or against the actual terms of the merger. Prior to that election, Seafarers would be given information on what the merger would mean and what changes would occur. The date for that election has not been determined.

Copies of the executive board letter are being distributed aboard ships by patrolmen and are available in union halls to ensure all members have a chance to read it before voting begins November 1.

Balloting will take place in all union halls between 9 a.m. and 12 noon local time Monday through Saturday, excluding holidays. Members also may request an absentee ballot by following the instructions printed in the October issue of the *Seafarers LOG*.



Learning more about the proposed SIU-NMU merger is AB Watchman Carlton Dorrance aboard the *Charles Wilson*.

Please be advised that SIU headquarters and all SIU hiring halls will be closed on Friday, December 24, 1999 for the observance of the Christmas holiday and December 31, 1999 for the observance of New Year's Day (unless an emergency arises). Normal business hours will resume the following workday.

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U.S. Fleet Vital to National Security

MTD Delegates Map Plans for Strong Maritime Policies



Delegates to the MTD convention last month in Los Angeles show their approval as Rep. Neil Abercrombie (D-Hawaii, photo below) highlights the projected growth in the U.S.-flag cruise industry.



Maintaining a strong American-flag merchant marine is vital to U.S. national and economic security, said speakers at the 1999 biennial convention of the AFL-CIO Maritime Trades Department in Los Angeles on October 7 and 8.

Among those voicing support of the U.S. fleet were AFL-CIO President John Sweeney; Rear Admiral Gordon S. Holder, head of the U.S. Military Sealift Command; and U.S. Reps. Neil Abercrombie (D-Hawaii), Michael Forbes (D-N.Y.), Martin Frost (D-Texas) and Max Sandlin (D-Texas).

Representing the MTD's 32 national and international unions as well as 27 port councils in the U.S. and Canada, convention delegates also examined and approved numerous resolutions. Those statements called for a strong U.S. maritime policy; continued revitalization of American shipyards; fair trade laws; retirement security; grass roots activities in an array of issues affecting working families; federal backing of port maintenance projects; and ending runaway-flag shipping, among other pursuits.

Opening the convention, MTD President Michael Sacco (who also is president of the SIU) pointed out that hard work has led to many new opportunities within the U.S. fleet. Since the previous MTD convention in 1997, new cargo vessels, tugs and dredges have been launched. Additionally, plans were confirmed for at least two new U.S.-flag, deep-sea cruise ships and five new American-flag coastal cruise vessels.

"What do they have in common? They fly the U.S. flag, they carry American crews and they are built in unionized American yards," Sacco stated. "There are those who have said over and over that the U.S.-flag maritime industry is past its prime.

That's baloney! We're still here and we're still growing. We're still a powerful force because we deliver the goods—just as we've done since the Revolutionary War."

He also noted other activities by the MTD and its affiliates since the last

convention, including:

- Helping defeat the anti-worker Proposition 226 and similar "paycheck deception" legislation in more than 30 states and at the federal level.

- Pushing for funding for the Title XI shipbuilding loan guarantee program and for the much-needed dredging project in the Port of New York and New Jersey.

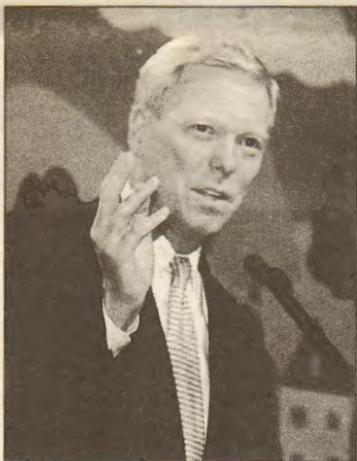
- Providing American crews and sealift for U.S. military operations in Bosnia and the Persian Gulf.

- Contributing, through organizing, to an overall increase in the number of union members nationwide.

- Supporting brother and sister trade unionists at Kaiser, Avondale, Newport News and elsewhere.

"We're a group that's committed to raising the standard of living for working people all over this country," Sacco added. "That's what we stand for: a fair share and a fair deal for the American worker."

AFL-CIO Convention Approves Restructuring at Local, State Levels



Rep. Richard Gephardt states global trade pacts often result in lowering standards.

Delegates to the 23rd AFL-CIO Constitutional Convention approved a resolution calling for the first major structural change in the national labor federation since the American Federation of Labor merged with the Congress of Industrial Organizations in 1955.

Through a program titled the "New Alliance," the AFL-CIO called for the creation of "strong new state and local organizations fully supported by every union local and fully capable of effectively representing the interests of American working families."

In his opening remarks to the convention, which took place October 11-13 in Los Angeles,

AFL-CIO President John Sweeney stated the New Alliance would rejuvenate the labor movement by unifying unions and re-connecting its members to their communities.

"Let us use our newfound solidarity to change our movement from one separated by industry and craft and sector to one bound together by determination to combat corporate greed and eliminate human need," Sweeney told the delegates.

The New Alliance will be phased in gradually at the state and local levels. It will provide state federations and local central labor councils with the tools and resources needed to assist in organizing campaigns, political battles and other programs that will help working families.

Sweeney also renewed the national labor federation's call to continue organizing new members.

He noted the numerous campaigns in the last two years that provided for the first increase in the number of men and women

carrying a union card in decades. However, many more battles must be won, he said.

"Yes, union membership is growing, but too many working families are still being left behind in the greatest economic boom in our nation's history," the AFL-CIO president stated.

In her address to the convention, Labor Secretary Alexis Herman picked up on Sweeney's theme and thanked union members for standing up for such issues as raising the minimum wage.

"Together, we raised the minimum wage and we're fighting to do it again," Herman declared.

"You can't raise a family on \$10,700 a year. And for 12 million Americans, raising the minimum wage still matters.

"There were those who said that we would wreck the economy. They said the sky would fall. Well, the sky didn't fall, but unemployment did!" the secretary noted.

When he spoke to the conven-



AFL-CIO Pres. John Sweeney urges delegates to organize more workers.

tion, Vice President Al Gore raised another concern unions have fought for over the years—respect for the rights of workers in international trade agreements.

"Our president needs the authority to reach new trade agreements to open new markets to our goods and services," said Gore, who is running for the Democratic presidential nomination.

"But as president, I will also insist on the authority to enforce worker rights, human rights and environmental protections in those agreements. Trade should lift up living standards around the world, not drag them down in the United States."

Trade also was addressed by Rep. Richard Gephardt (D-Mo.), the minority leader in the U.S. House of Representatives.

He applauded the efforts of the AFL-CIO to stand up for the rights of working people around the world, not just the United States.

Gephardt reminded the delegates that "globalization is all too often a race to the bottom" rather than an effort to boost workers' living standards.

The convention delegates reinforced the AFL-CIO's solid sup-

Seafarers Gain Jobs

Car Carrier *Tanabata* Reflags to U.S.

New jobs were gained with the reflagging last month of the car carrier *Tanabata* under the Stars and Stripes. Seafarers were scheduled to crew the newly contracted ship October 31 or November 1 in northern Europe (after this issue of the *Seafarers LOG* went to press).

Operated by American V.Ships Marine, Ltd., the *Tanabata* is slated for the same run as the Seafarers-contracted car carriers *Faust* and *Fidelio*. That route includes stops on the U.S. east and gulf coasts and in Germany, France and England.

The *Tanabata* will transport both government and commercial cargoes. It will participate in the Maritime Security Program

Built five years ago in Japan, the *Tanabata* is approximately 625 feet long, with a gross ton-

nage of about 50,000. Its service speed is listed at 19.4 knots.

Additionally, the vessel will be included in the U.S. Voluntary Intermodal Sealift Agreement (VISA), a 1995 federal program designed to make intermodal vessels available to the Defense Department in times of war or national emergency.

Union officials remarked that the ship's inclusion in both the Maritime Security Program and VISA helps address a shortfall in roll-on/roll-off capacity identified by the U.S. Transportation Command.

In late September, Seafarers climbed the gangway of another newly contracted (and newly built) car carrier, the *Green Dale*. That vessel, operated by Waterman Steamship Co. of New Orleans, also is part of VISA.



Stating he would work to include worker rights in trade agreements is VP Al Gore at the AFL-CIO convention.

Continued on page 4

Union Starts Testing for Basic English

Coast Guard Regs Require All Mariners to Understand Shipboard Orders

The SIU in conjunction with the Paul Hall Center for Maritime Training and Education will initiate, as of January 10, 2000, English proficiency tests to members in order to comply with SIU shipping rules and U.S. Coast Guard regulations.

The multiple-choice exam is designed to ensure members understand basic English as it relates directly to their jobs. It does not include conversational English or any type of punctuation or sentence-structure.

"The Coast Guard wants to make sure all mariners understand basic safety instructions and job requirements," noted Bill Eglinton, the center's director for education. "This is a very basic exam dealing only with items related to working on a vessel."

(The Seafarers LOG first reported the union and center were developing such an exam in December 1998.)

Among the questions included are identifying signs, symbols and equipment commonly found

aboard ship.

The regulations require all Seafarers to show they understand English, but not all members will have to take the test.

Among those Seafarers who will be exempt are

- those who graduated from the trainee or unlicensed apprentice programs at the center;

- those who have upgraded at Piney Point;

- those who graduated from a high school or college in an English-speaking country, or an

English-speaking school, or who has earned a GED diploma; and

- those who served in the U.S. armed forces.

Beginning January 10, all members when registering will either have to take the test or prove they fall into one of the exempt categories. Port officials will be able to see whether or not a test is needed because an English test line will be added to the registration screen.

Members who already have upgraded or graduated from the trainee or unlicensed apprentice programs at the Paul Hall Center are being automatically exempted. They will not need to show proof unless an error has been made. However, those members who qualify for one of the other exemptions may provide proof to their port officials as soon as possible rather than waiting until January.

Tests will be taken in union halls. Members requiring a test will have six months to pass it or show proof they meet an exempt category.

Those members who cannot show proof of being in an exempt

category will have to take the test prior to registering. Eglinton noted some people do have problems taking written tests, and the school will find a way to work with those members who repeatedly find this procedure difficult.

A member who does not pass the test the first time may take it again during the six-month period until he or she does pass it. Tests will be graded at the Paul Hall Center and results will be relayed to the port official in the member's union hall.

For those members who are at sea from January 10 to July 10, they will have six months from the time they sign-off to provide proof for a waiver. If they do not claim exemption, they must take the test immediately before registering.

The Coast Guard regulations that cover this procedure are explained in Title 46, Part 7 of the Code of Federal Regulations. They relate to ship-specific familiarization.

EXAMPLE of TEST QUESTION:

Which number is twelve?

(A) 4 (B) 8 (C) 12 (D) 16

New Cruise Company Acquires Honored Name

United States Lines Reemerges for New Passenger Fleet

A famous name in American maritime history is returning to the high seas.

United States Lines is being resurrected by American Classic Voyages and will be used for the new fleet of ocean-going passenger ships for the SIU-contracted company.

"For too long, America's proud traditions as a seafaring nation have been viewed more as a part of our nation's past rather than a part of its future," stated Philip C. Calian, chief executive officer for American Classic Voyages. "The name 'United States Lines' clearly signals our commitment to be America's cruise line and to fulfill our vision for success of an American-owned, American-crewed and American-built fleet of cruise ships."

"This is tremendous news for the U.S.-flag fleet," noted SIU President Michael Sacco. "This truly demonstrates American Classics' commitment to provide the best in passenger service in the next century."

The first vessel to sail under the new name will be the reflagged *Nieuw Amsterdam*, acquired recently from Holland America Line. That 1,214-passenger ship will carry the name *MS Patriot* when it sets sail from the port of Honolulu in December 2000 for United States Lines.

The company selected *MS Patriot* as the ship's new name to pay respect to those who came from foreign lands to build this nation. The vessel will begin renovations in October 2000.

The new subsidiary of American Classic

Voyages also will include the two new 1,900-passenger ships to be built in unionized Litton Ingalls Shipyard in Pascagoula, Miss. The first of these is expected to begin sailing in December 2003.

The new logo for the United States Lines features a stylized American bald eagle surrounded by a field of stars. The three stars between the outstretched wings are representative of the three cruise ships. The six beneath the eagle are for the company's commitment to customers, employees, shareholders, community, the environment and the nation.

American Classic Voyages already has two subsidiaries, both of which feature vessels crewed by Seafarers.

American Hawaii Cruises operates the *SS Independence*, which provides seven-day voyages around the Hawaiian Islands.

The Delta Queen Steamboat Co. has three paddlewheel steamboats that sail along the Mississippi River and its tributaries. The fleet includes the *Delta Queen*, the *Mississippi Queen* and the *American Queen*. A fourth vessel, the *Columbia Queen*, is expected to begin service in the northwestern United States in the spring of next year.

American Classic Voyages plans to launch a fourth subsidiary in 2001 when the first of five 226-passenger coastal cruise vessels starts sailing. That company will be known as Delta Queen Coastal Voyages. Those ships will sail the Atlantic, Gulf and Pacific coasts.

NDTA Honors Sacco with Top Award



The National Defense Transportation Award Association recognized SIU President Michael Sacco with its prestigious National Defense Transportation Award during its convention last month in Anchorage, Alaska. Sacco is only the second labor official to be so honored in the more than 50 years the award has been given. (The late AFL-CIO President Lane Kirkland was the other honoree.) The award was given to Sacco for the work he has done to advance the interests of the U.S.-flag merchant marine and create job opportunities within the industry. Presenting Sacco with the award is Jeff Crowe (left), NDTA chairman. Joining them at the podium is U.S. Army Major Gen. Kenneth L. Privratsky, head of the Military Traffic Management Command.

Structural Changes Approved At AFL-CIO Convention in L.A.

Continued from page 3

port for U.S.-flag fleet within a resolution entitled "The American Economy in a New Century."

"The nation's need for a strong maritime capability for military and economic security remains undiminished. Existing requirements for maritime equipment in the cabotage trades, as well as all government cargo preference programs and the policy of excluding U.S. maritime services from international trade agreements, should be continued," stated the resolution.

The AFL-CIO also called for investment in domestic ship construction and a funding mechanism to ensure America's ports can be dredged in order to remain competitive internationally.



Kaveh Sardari/Page One

Labor Secretary Alexis Herman applauds union members for helping raise the minimum wage.

American Cormorant Crew Praised for 'Flawless' Work

The president of SIU-contracted Osprey Ship Management, Inc. recently credited Seafarers aboard the *American Cormorant* for outstanding work in the United Kingdom.

In a letter to SIU President Michael Sacco, Captain William B. Gibbs described a cargo operation in Southampton involving the *American Cormorant* as "a precisely controlled full submersion of the ship" that is "inherently risky and requires a highly trained crew. Ours responded with traditional professionalism."

Gibbs noted that a number of senior U.S. Military Sealift Command personnel as well as high-ranking officers from the U.S. Army (the mission sponsor) were on hand for the operation.

"Each was treated to a flawless execution of the load-out plan with all the watercraft (the cargo) safely aboard in a little over five hours," wrote Gibbs. "The entire ship's crew performed exceptionally, with noteworthy contributions from Bosun Vernon Huelett and AB Robinson Crusoe. Steward Robert Wright and his staff kept both crew and guests well fed throughout."

"Overall, *American Cormorant's* successful operation should serve as a testament to the training and professionalism of SIU and its membership."

Seafarers aboard the *Cormorant* during this mission included Bosun Huelett, ABs Crusoe, Leo Estes, Eduardo Tomas, April Lachtara and William Hagner, QMED Tedd Avey, DEUs Ali Zaidan and Ricardo Alvarez, Chief Steward Robert Wright, Chief Cook Eddie Siplin and SA Patton Caldwell.

Senator Calls for Action to Expand U.S.-Flag Fleet in Foreign Trade



Sen. John Breau tells a Capitol Hill audience it is time to focus on expanding the U.S.-flag fleet in international trade.

A leading proponent of the U.S.-flag maritime industry told the Washington, D.C. Propeller Club last month that it is time to consider hearings on where the merchant fleet will be headed 10 years from now.

"A couple of years ago we passed the Maritime Security Program," declared Sen. John Breau (D-La.) during the October 20 luncheon on Capitol Hill. "Now, we've got to start looking at the next step at what we need to be doing."

"We need to be more competitive internationally. We need to focus not just on sustaining the

U.S. fleet, but more on expanding the U.S.-flag fleet in international trade."

Breaux, a member of the Senate Commerce, Science and Transportation Committee, which has jurisdiction on issues dealing with the U.S. merchant fleet, stated oversight hearings could be held as early as next year to begin work on what is needed when the Maritime Security Program expires in Fiscal Year 2006.

He reminded the audience that it took several years of hearings to craft the measure that passed in 1996 to provide funding for 47 militarily useful U.S.-flag vessels.

The Louisiana senator noted the difficulty faced by U.S.-flag companies when they try to com-

ports.

Breaux dubbed such a measure "reverse subsidy" if it would allow those vessels to sail in the domestic passenger trades without requiring them to meet U.S. laws and standards.

"These laws are the same laws that are imposed on any company doing business in the United States. They have to comply with these laws if they are going to do business in our country."

"I am in favor of legislation expanding U.S. cruise opportunities," he added. "I am not in favor of allowing foreign companies to operate domestically nor to provide them with the exemptions to our U.S. laws in order to operate domestically."

In the area of shipbuilding, the senator repeated his concern about overseas countries offering companies subsidies to build vessels in their yards. He specifically

"We need to be more competitive internationally . . ."

—Sen. John Breau

pete "with other flags of other countries when they operate with a different set of rules, a different set of financing, etc. I think we can compete anywhere, any time, any place as long as there is a level playing field."

He carried this philosophy into his discussion of legislation being considered on Capitol Hill that would temporarily permit foreign-flag, foreign-crewed passenger ships to operate between U.S.

House Subcommittee Eyes Cruise Mishaps 'Ship from Hell' Is Latest Runaway-Flag Calamity

Prompted by recent calamities aboard runaway-flag cruise ships that call on United States ports, a U.S. House of Representatives subcommittee on October 7 examined the roots of the problems.

The Coast Guard and Maritime Transportation Subcommittee, chaired by Rep. Wayne Gilchrest (R-Md.), heard from representatives of the Coast Guard, the National Transportation Safety Board (NTSB) and the International Council of Cruise Lines (a runaway-flag lobbying group).

During the past five months, both U.S.-based Royal Caribbean and Carnival Cruise Lines have received unwanted attention for mishaps involving their foreign-flag ships and multinational crews. Among the misfortunes, Carnival reported more than 100 allegations of sexual assaults on its vessels from 1993-98; and Royal Caribbean agreed to pay a record \$18 million pollution fine stemming from its guilty pleas to 21 felony counts in five U.S. cities and Puerto Rico.

Most recently, the Carnival ship *Tropicale* was stranded at sea for four days in September, following a shipboard fire that disabled both engines.

According to news reports, the 660-foot ship was caught in a tropical storm in the Gulf of Mexico. Passengers described raw sewage accumulating in passageways and in cabins. Some reported contaminated drinking water and other plumbing problems.

One passenger told the Associated Press that the runaway-flag was "the ship from hell."

Others reportedly accused Carnival of publicly minimizing the crisis.

"Right before the Coast Guard got on board, (cruise officials) opened all the bars, they started all the music, they filled all the pools, they started replacing the carpet, fixing the toilets and they were putting up brand new fire extinguishers that never existed," one customer told the wire service.

That same article stated that passengers "reported panic during the fire and complained they received little direction from the crew and were confused about where to assemble."

The vessel carried 1,700 passengers and crew members. It returned to Florida on September 22, guided by four tugboats.

Carnival offered passengers a full refund and a free ticket for another cruise.

At last month's subcommittee hearing, Rep. Peter DeFazio (D-Oregon) remarked that most Americans probably don't realize that enforcement aboard foreign-flag cruise ships lies with the flag state.

"God forbid if one of these ships is hijacked in the middle of the ocean. The U.S. is not obligated to respond," he said.

Coast Guard Rear Admiral Robert North explained the narrow circumstances in which his agency as well as the FBI may investigate crimes committed on foreign-flag cruise ships. They may do so only if the incident takes place with 12 miles of the U.S. coast; or if the victim or perpetrator is a U.S. citizen and the ship calls on a U.S. port.

NTSB Chairman Jim Hall identified fire as the primary safety threat aboard foreign-flag cruise ships. He reported that of the last 25 incidents investigated by the NTSB involving such vessels, 16 were fire-related.

Hall further noted that the NTSB believes many foreign-flag cruise ships possess inadequate smoke alarms.

The head of the runaway-flag lobbying group said they are trying to operate more safely.

Coast Guard Modifies User Fees

The U.S. Coast Guard recently modified the final rule covering user fees for licenses, certificates of registry and merchant mariner's documents (also known as MMDs or z-cards). The rule—which took effect in October—initially was published in the *Federal Register* dated August 5, 1999. However, the "corrected" fee schedule appeared in the *Federal Register* dated October 1, 1999 (after the October issue of the *Seafarers LOG* went to press).

The summary of the October 1 action reads: "The Coast Guard has revised its application processing

requirements for original licenses, certificates of registry, and merchant mariner documents and no longer does a criminal record check on all original applications. The new policy does not specifically identify which applications will undergo a record check and the Coast Guard therefore cannot charge a fee for this part of the application process.... Fees for original documents need to be corrected to remove the charge for criminal record checks."

Part of the corrected fee schedule is printed below.

If you apply for . . .	And you need . . .		
	Evaluation Then the fee is:	Examination Then the fee is:	Issuance Then the fee is:
Merchant Mariner's Document:			
Original without endorsement	\$ 95*	n/a	\$45
Original with endorsement	95*	140	45
Endorsement for qualified rating	95	140	45
Upgrade or Raise in Grade	95	140	45
Renewal without endorsement for qualified rating	50	n/a	45
Renewal with endorsement for qualified rating	50	45	45
Renewal for continuity purposes	n/a	n/a	45
Reissue, Replacement, and Duplicate	n/a	n/a	45

*This fee originally was \$110. Per the corrected fee schedule, it now is \$95.

Labor's 'Hall of Fame' Honors 3



More than 1,000 people, including representatives of the SIU, attended the recent induction ceremony in Detroit conducted by Labor's International Hall of Fame. The honorees were the late Teamsters President James R. Hoffa; Mary Kenney O'Sullivan, the AFL's first female organizer; and Emil Rieve, past president of the Hosiery Workers, which merged with the Textile Workers (now part of UNITE) in 1965. In this photo, SIU Vice President Great Lakes Byron Kelley—who is president of Labor's International Hall of Fame welcomes guests to the event. Seated from left to right are AFL-CIO President John Sweeney; Doug Fraser, president emeritus of the United Auto Workers; Richard Cordtz, chairman of the hall of fame and Service Employees International Union president emeritus; Edgar Scribner, secretary-treasurer of the hall of fame and president of the Metropolitan Detroit AFL-CIO; and Barbara Crancer, daughter of the late James R. Hoffa.

American Steamship Company (ASC), with its fleet of 11 vessels crewed by SIU members, continues a strong—and safe—season on the Great Lakes.

ASC recently adopted a program to equip each of its ships with automatic external defibrillators, portable devices used to treat individuals in cardiac arrest (see related article and photos below).

With medical research suggesting that many heart attack victims could survive if defibrillated early enough, these devices could mean the difference between life and death for crew members aboard Great Lakes vessels.

Meanwhile, shipping remains fairly constant on the Great Lakes, according to SIU Representative Don Thornton, with no immediate signs of easing up. The only thing slowing the boats down at this point is low water.

As with much of the country, it was a very dry summer. The lack of rain, along with winds coming out of the southeast, have lowered lake levels by about 18 inches, noted Thornton.

Safety Is Primary Concern As American Steamship Crews Keep Lakes Cargoes Moving



QMED Terry Warren,
American Republic



Wheelsman Jerry Nowak (left) and Bosun William Mulcahey, H. Lee White



Second Cook Daniel Kane,
Adam E. Cornelius



Porter Yehia Kaid,
American Republic



Second Cook Abdo Alaway,
American Republic



Wheelsman Lawrence Dudek,
H. Lee White



Bosun Ronald Bocek,
Adam E. Cornelius



Wiper Hamid Hizam,
American Republic



Porter Mohamed Saadi,
Adam E. Cornelius



OS Musid Musleh, American Republic



Wheelsman Scott Krajniak, Adam E. Cornelius



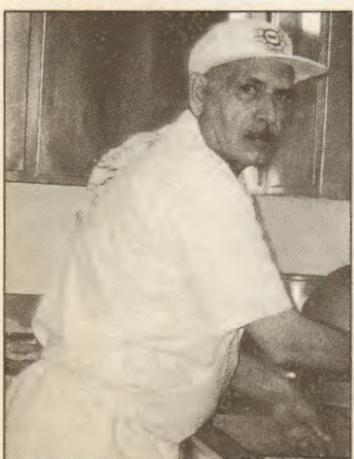
Wiper Zaid Alderwish,
Adam E. Cornelius



Deckhand Jason Pechette,
American Republic



Watchman Ken Hager,
H. Lee White



Porter Haddi Ahmed,
H. Lee White



Wheelsman Russell Brown,
H. Lee White

Buffalo Crew Trains on New Defibrillators

SIU-contracted American Steamship Company (ASC) earlier this year announced that its 11 self-unloading vessels plying the Great Lakes have been equipped with automatic external defibrillators—portable devices used to treat individuals in cardiac arrest.

Seafarers aboard ASC's *Buffalo* recently attended a training class to familiarize themselves with the new life-saving equipment and be able to use it should an emergency arise.

The crew members included: Bosun Michael LaFolle, Wheelsmen William Chartier and Gil Boilore, Watchmen Boyd Messer and Robert Wojtasek, Deckhands Ali Zawhari and Frank Farnum, QMEDs James Reilly, Timothy Wallace and Brian Gelaude, Wiper Abdul Saeed, Conveyorman Terry Pyriik, Gateman Mark Macrury, Second Cook Julian Budnick and Porter Marvin Larson.



10 Recertified Bosuns Impart Hard-Earned Wisdom to Trainees

The 10 Seafarers who graduated as recertified bosuns during the October membership meeting at the Paul Hall Center in Piney Point, Md. expressed their thanks to the SIU leadership throughout the years for helping them reach this high point in their careers. They also gave advice and encouragement to the younger generation of Seafarers, those in the SIU's Unlicensed Apprentice Program.

Completing the bosun recertification course of study, which will help them perform their jobs better and prepare them for leadership roles among their fellow crew members were **Robert Bakeman, Andre Bennett, Steve Bush, William Dickey, Michael Eaton, Peter Funk, Robert Grubbs, George Mazzola, Edward Stoelzel and John Williamson.**

As each of the 10 was called to the podium to accept his graduation certificate, he addressed the audience of union members, officials, school instructors, unlicensed apprentices and proud family members, and told them of his feelings on this special day.

Adversity and Pride

Some spoke of the adversity they faced before joining the SIU and the pride they feel now.

Steve Bush, 51, who sails from Tacoma, Wash., joined the union in 1978 in Piney Point and has often returned to the school to upgrade. He noted that he first worked as a Teamster, and every winter he would be laid off. He stated his pride at completing the bosun recertification program, expressed his thanks to the union and recommended that all Seafarers take advantage of the upgrading program at the Paul Hall Center "or else they will be left behind in these changing times."

Andre Bennett, 47, joined the SIU in Norfolk, Va. in 1986 after serving in the U.S. Army and earning his GED. He has upgraded several times at the school. Bennett thanked the union,

especially the health plan. He told those present at the meeting that five years ago he was in the hospital with a pre-cancerous condition and "woke up with more tubes in me than you could believe." The union paid all his bills, for which he is extremely grateful, and had work for him when he returned to the job.

"I think every one of you out there," he said to his fellow Seafarers in the audience, "should count yourselves lucky to be in the SIU and have this program."

William Dickey, 56, began going to sea in 1967. He, too, expressed his pride at being a member of the SIU, an organization that stuck behind him during difficult times.

"If there's anything to remember—or not to forget—when you go aboard ship, it's safety."

—Edward Stoelzel, recertified bosun

Dickey, who sails from the port of Houston, found the fire fighting training particularly useful in learning more about the complexities of shipboard fires. He described upgrading as a good approach to helping Seafarers obtain the skills to do a better job aboard ship.

John Williamson, 45, said he was a high school dropout—"working dead-end jobs, going nowhere." He applied to the school in 1971, and "the rest," he told those assembled at the meeting, "was history."

He thanked the school and staff for giving him a direction in life when he most needed it and the many SIU officials who helped him along the way.

Williamson, who sails from the port of New York and who has upgraded a

number of times, believes that what he learned in the recertification course will help him be better prepared to pass on the information to crew members during shipboard meetings. He also believes the computer class was very important since computers are now so much a way of life.

Upgrading Encouraged

Williamson urged the unlicensed apprentices to take advantage of the learning opportunities at the school and to return to the facility as often as possible. He also advised them to "always do good work when given a job aboard ship. It will be noticed one way or another."

Peter Funk was another of the recertified bosuns who, before joining the SIU in 1976, had no high school diploma. The 45-year-old, who sails from the port of Jacksonville, graduated from the entry-level program at the Paul Hall Center and started sailing in the inland waters district. He thanked the SIU officials, his port agents, and the school's dedicated staff for all their assistance, especially in helping him get his high school equivalency certificate.

"The good thing about this business," he said, "is that you can go anywhere you want." So after sailing almost all the navigable waterways of the U.S., he decided to see the rest of the world.

"I've been to Italy, France, England, Germany, Belgium, Spain, Mexico, the Middle East, Japan, Singapore, Thailand and Indonesia and sailed during Desert Storm and Desert Shield," he said. "I sailed as an OS, AB, tankerman, barge captain, bosun and fire optic cable splicer."

Funk thanked the union for the good life it has given him and the financial rewards which have enabled him to send his son to one of the finest universities in the country. He also noted that the retirement benefits are some of the highest of any union and the medical plan is "second to none."

Funk found the recertification course to be a great learning experience, especially the time the group spent with VP Contracts Augie Tellez, who explained "the how's and why's of contracts."

He encouraged the trainees to study hard and not be deterred from asking questions. "When you're at sea during phase 2 of your program," he told them, "listen to your supervisors and remember that you're working as part of a team.



Safety instruction is an important part of the bosun recertification program. Fire fighting is one component of that curriculum, as can be seen in the photo above. From the left (kneeling) are Peter Funk, Robert Bakeman, Michael Eaton, George Mazzola, (second row) Andre Bennett, John Williamson, William Dickey, Edward Stoelzel, Robert Grubbs, Steve Bush and instructor Stormie Coombs.

I'd also urge you to come back and upgrade."

He told them that the sky's the limit at the Paul Hall Center.

He also stressed the importance of personal safety aboard ship. "We have a lot of high-tech safety devices at sea," he noted, "but the best prevention for accidents is a well-trained crew."

Safety Stressed

Edward Stoelzel, 44, also stressed the need for safety. Speaking directly to the unlicensed apprentices, he said, "If there's anything to remember—or not to forget—when you go aboard ship, it's safety."

Stoelzel joined the union in 1973 in Boston, Mass. and now sails from the port of Tacoma, Wash.

He most heartily recommended the SIU's upgrading opportunities, stating, "The future of the union depends on the members. If they do not upgrade and keep up with the new rules and the changing times, they—and our union—will fall by the wayside."

Michael Eaton joined the SIU in Baltimore in 1984. He was 23. Now, at 39, he has upgraded several times and sails from the port of Jacksonville.

The Paul Hall Center's educational training has kept him on top of his skills, he told the audience.

Of special interest to Eaton were the classes in wire splicing, fire fighting and union education, which he believes will help him do a better job aboard ship.

He encouraged the trainees, stating: "Don't give up before you give it a chance."

Also sailing from the port of Jacksonville was Robert Grubbs. The 41-year-old joined the union in 1979 in Piney Point and has returned to the school four times to attend upgrading courses.

The educational courses offered by the union are very important to Grubbs. "Education is knowledge," he stated, "and knowledge is money."

Learning how the union works from the inside was especially interesting for Grubbs. He said that



MTD Executive Secretary-Treasurer Frank Pecquex (with back to camera) gives the upgrading Seafarers an overview of the AFL-CIO and how it works with the SIU.

knowledge will help him explain to other crew members the importance of SPAD and why everyone should help in any way they can.

His parting words to the unlicensed apprentices: "Make sure you take advantage of the school."

Robert V. Bakeman, 51, noted that the school has changed a lot over the years and has done well in keeping up with the times.

He joined the union in Brooklyn in 1980 and has upgraded five times.

Bakeman is a third generation mariner and has worked as a dredgemate, small boat captain, mate and tugboatman before sailing deep sea.

He spoke of his belief that the school is a place to get kids off the streets and get them into a program where they can provide for themselves, earn a good salary, get great benefits, and retire comfortably.

Bakeman told the entry-level trainees: "You have a 90-day trial period. This will prove whether you're capable of sea life or not. You have learned some rules already, but I have two more things to say to you. First of all, obey all the rules. Last, respect the flag."

George Mazzola graduated from trainee class 107 in 1972 at age 18. Sailing from the port of Baltimore, the 45-year-old noted how the SIU keeps evolving and changing with the times.

He said that in '72, the U.S. merchant marine was just about on the rocks. Few people believed back then that there would still be a U.S. flag in the year 2000. With the passage of the Maritime Security

Program, the maritime industry was alive again.

"Now at the end of the 20th century," he stated, "our ships are still moving, but the problem is totally different. Now we have so much work, we're scrambling for people. What a difference. The future looks bright indeed." He also expressed his hopes that the proposed merger between the SIU and the NMU will help keep the industry united.

He thanked all the instructors he has had over the last 27 years as well as union officials and shipmates. To the unlicensed apprentices, he just told them to try their best. "You'll eventually be where you want to be."

Behind the Scenes

In addition to their hands-on exercises and classroom work at the Paul Hall Center, the recertified bosuns met at the union's headquarters building in Camp Springs, Md. with representatives from all departments. Through discussions with them about the health, vacation and pension plans, contract negotiation and enforcement, and the *Seafarers LOG*, the students enhanced their understanding of the many facets that must come together to make the union strong.

The bosuns also traveled to Washington, D.C. to the Maritime Trades Department. There, they talked with Executive Secretary-Treasurer Frank Pecquex. On Capitol Hill, they met with Rep. Neil Abercrombie (D-Hawaii) and Terry Turner, the SIU's director of legislative affairs.



SIU President Michael Sacco has an impromptu discussion with some of the recertified bosuns at Piney Point. From the left are Robert Grubbs, Andre Bennett, William Dickey, Sacco and Edward Stoelzel.

SIU Members Help Maintain Military Ships In Guam, Saipan



Crew members aboard the *Gopher State* gather for lunch.



On Guam and Saipan, two islands in the Pacific Ocean famous for battles during World War II, the U.S. military continues to maintain a presence—in the form of fully loaded prepositioning vessels.

SIU Vice President Government Services Kermet Mangram recently

Left: Chief Cook Wendy Fearing aboard the *Petersburg* keeps the soup pots simmering on the stove.

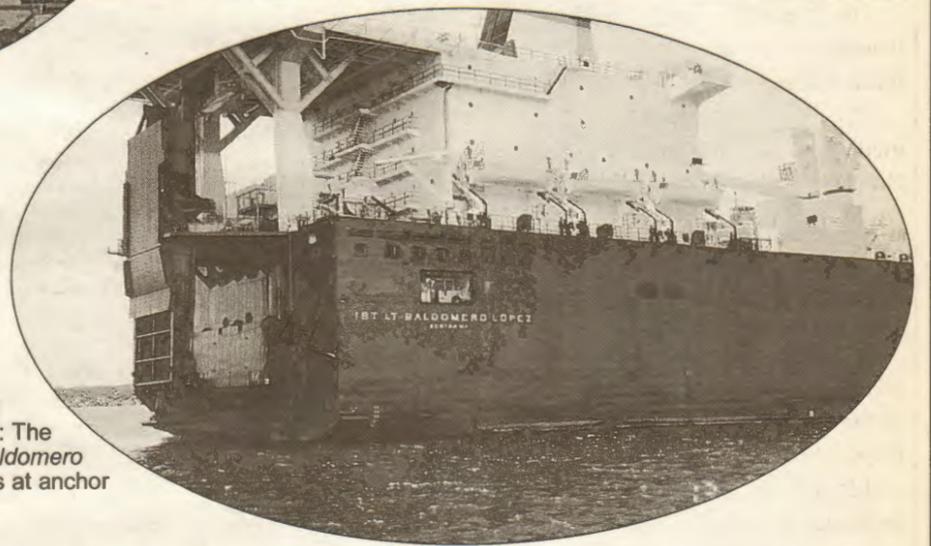
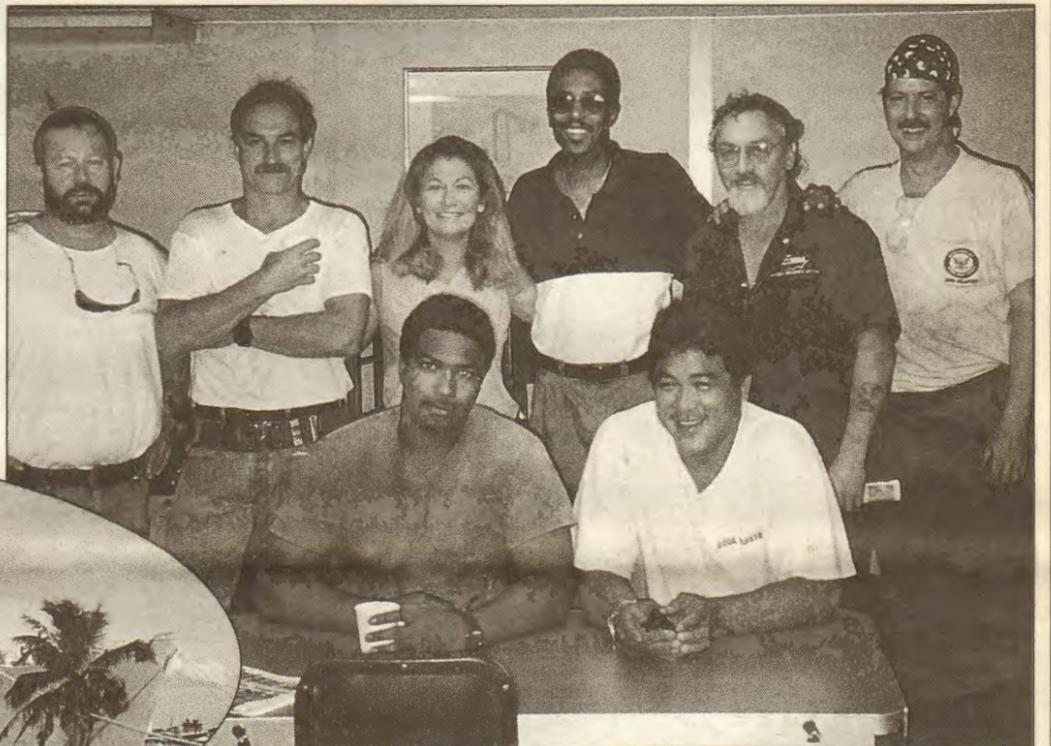
Right: After meeting with SIU VP Kermet Mangram aboard the *William Button* in Guam, crew members pose for a group photo.

Below: The *Petersburg* docks at a pier in Guam.

visited some of these SIU crewed military ships to talk with the members and keep them updated on union activities and news from within the maritime industry.

The vessels—Sgt. *William Button*, 1st Lt. *Jack Lummus*, *Petersburg*, *Gopher State*, Eric Gibson, 1st Lt.

Baldomero Lopez and Lt. *Calvin P. Titus*—are on stand-by alert, ready to sail at a moment's notice to provide ammunition, stores, vehicles and other materiel needed by American ground forces in times of rapid deployment, such as was the case during the Gulf War.



Right and below left: The 1st Lt. *Baldomero Lopez* sits at anchor in Guam.



With SIU VP Kermet Mangram (rear) aboard the 1st Lt. *Jack Lummus* are (from left) AB Jeff Yap, SA Paul William and AB Melvin Stegull.



Crew members take a few minutes from their duties aboard the *Eric Gibson* for this photo.

LNG Crews Reassured About Reflagging

Many questions were on the minds of Seafarers aboard LNG vessels in the wake of the application by PRONAV Ship Management Inc. to reflag the eight LNG vessels currently crewed by SIU members.

SIU VP Government Services Kermet Mangram flew to Japan to talk with crews aboard the LNGs *Taurus*, *Leo*, *Libra*, *Virgo*, *Gemini* and *Aries* and help them understand how the possible reflagging will affect them in terms of jobs, job security, severance pay and seniority issues.

PRONAV began submitting the series of reflagging applications to the U.S. Maritime Administration in mid-August. The compa-

ny wants to transfer the eight LNG ships to the flag of the Marshall Islands.

Agreements have been signed to ensure that the SIU will remain on board even if the LNGs eventually are operated by a different flag.

The liquefied natural gas carriers load their cargoes in Arun and Bontang, Indonesia and discharge in the Japanese ports of Osaka, Tobata, Nagoya and Himeji, Japan.

Mangram returned from Japan with the photos on this page of everyday life aboard the LNG vessels.



Loading stores aboard the LNG *Leo* are Bosun Aubrey Davis (far right) and AB Mustari LaLong (far left).



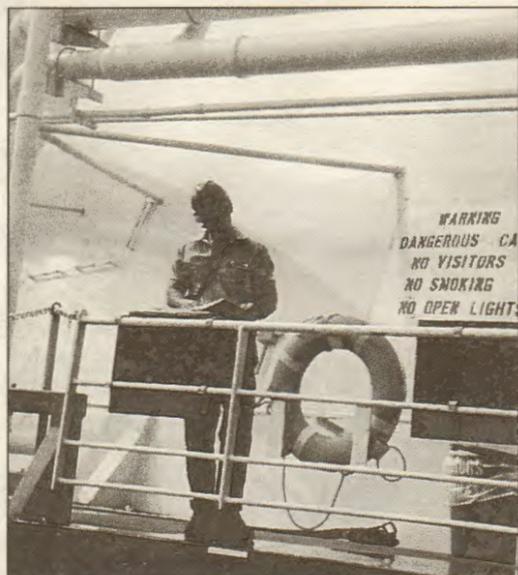
Maryann Schade and Michael Miller are steward assistants aboard the LNG *Aries*.



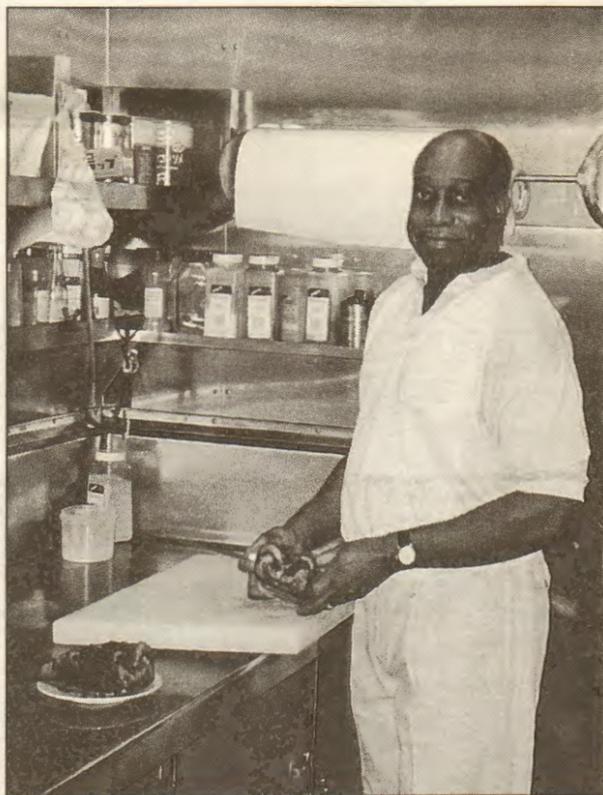
LNG *Aries*' chief cook, Marty Buck, is ready to ladle out some soup for lunch.



On the deck of the LNG *Taurus* is Bosun John Wells.



AB John Micklos stands gangway watch on the LNG *Gemini*.



John Gibbons, chief steward on the LNG *Libra*, slices some cake for dessert.

LNG *Libra* Crew Helps the Poor

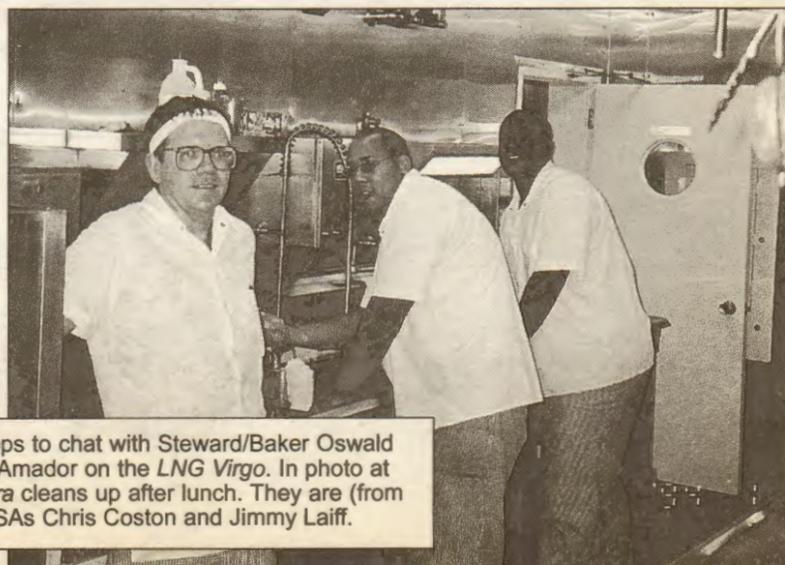
On August 17, 1999, the LNG *Libra* arrived in the loading port of Bontang, Indonesia and helped celebrate Indonesia's Independence Day.

They also contacted Dr. Peter Durman, the ship's medical liaison and advisor at Badak Hospital in Bontang, and presented him with a \$660 donation (from the ship's fund and private donations) for "Project Friendship," a worthy cause which helps poor families in need of urgent medical care and treatment.

In a thank-you note to John W. Dorozynski, master aboard the LNG *Libra*, Dr. Durman notes that some of the money already has been used to help a number of people, including hospital care for two very young children from poor families who might otherwise have died without immediate treatment and surgery.



In photo at left: Bosun Mohamed Ragi stops to chat with Steward/Baker Oswald Stoiber (center) and Chief Cook Michael Amador on the LNG *Virgo*. In photo at right: The galley crew aboard the LNG *Libra* cleans up after lunch. They are (from left) Chief Cook John Bokowsky and SAs Chris Coston and Jimmy Laiff.



Great Work Aboard Sea-Land Performance



From Data Ramsdell, chief mate aboard the *Sea-Land Performance*, come these photos showing some of the everyday life aboard the Sea-Land containership. Above left is a view from the bridge of the vessel as it approaches Hurricane Dennis. Above right: AB Judi Harrington sits in the bosun's chair as she gets to work on the ship's hull.



Above left: Bosun Jimmy Scheck and AB John Neil Jones pause for a photo. Above right: More cleaning to the ship's structure is being performed by AB Robert O'Connell (upper left), AB Judi Harrington (lower middle) and Bosun Jimmy Scheck. Chief Mate Ramsdell noted that it is a pleasure working with all the crew members.

Editor's note: The Seafarers LOG welcomes your digital images (such as those shown above). When possible, please send them at a resolution of at least 300 dpi (at 3-by-5 inches). Resolution affects the size at which the images will legibly print.

Retiree 'Flattop' Passes Away

A familiar face to the staff at the SIU hall in New York, headquarters and the Paul Hall Center for Maritime Training and Education, SIU retiree **William "Flattop" Koflowitch**, passed away September 28. He was 74.

Koflowitch joined the SIU in New York in 1952. His first ship was the *Seagarden*.

He sailed in all three departments before eventually choosing the engine room. He frequently upgraded at the Paul Hall Center in Piney Point, Md.

A native of Canada and longtime resident of Brooklyn, N.Y., Koflowitch took part in many SIU organizing drives. He was elected to serve on the tallying committee in 1976.

Koflowitch was a World War II veteran, having served in the U.S. Army from 1942 to 1948.

He last sailed aboard the *Courier* (an Ocean Carriers, Inc. vessel) and began receiving his pension in September 1985.

After retirement, Koflowitch often visited headquarters and the school, keeping in touch with longtime friends and staunchly supporting the U.S. merchant marine.

Never one to turn down a friendly game of cards, he regularly attended SIU membership meetings even after retiring.

At his request, Koflowitch was buried at Seafarers Haven Cemetery in Valley Lee, Md., near the school. A number of family members, Seafarers and Paul Hall Center employees attended the burial service.



William "Flattop" Koflowitch



Brother Koflowitch is laid to rest at Seafarers Haven Cemetery in Valley Lee, Md.

Still Time for Personal Holiday Greetings

As has been done in past years, this December's edition of the *Seafarers LOG* will include the ever-popular holiday greetings from active and retired Seafarers and their families to other members of the seafaring community and their families.

To ensure that your holiday message is published, please follow the instructions below:

- PRINT or TYPE (in 25 words or less) the message in the space provided. Photographs also are welcome. (Please print—if we cannot read your message, it will not be included.)
- Be sure your greeting is in the holiday spirit.
- Do not send more than three entries per person. (This form may be reproduced.)
- Be sure to include your name as well as the name of the person to whom you are sending the greeting. (Your name is necessary since the notices are listed alphabetically by the sender's last name.) Include your phone number in case there are any questions.
- The holiday greetings must be received no later than Monday, November 15, 1999.
- Send your entries to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. You also may FAX copies directly to the *LOG* at (301) 702-4407.

Additionally, forms may be filled out in any union hall and turned in to the official at the counter—or may be given to the boarding patrolman during a vessel's payoff.

The holiday greetings section of the December *LOG* is a favorite feature for many, so be sure to get your message in on time.

11/99

HOLIDAY MESSAGE
(Please Print)

To: _____

From: _____

Sender's Telephone Number: _____

Message: _____

Check the block which describes your status with the SIU:

- Active Seafarer
- Family Member of Active Seafarer
- Retired Seafarer
- Family Member of Retired Seafarer

Other: _____

Orgulf Cooks Digest New Info



Six Seafarers from Orgulf recently completed a special two-week steward department upgrading class at the Paul Hall Center for Maritime Training and Education. Much of the course focused on computer basics. Successfully finishing the class in Piney Point, Md. were Nancy Avery, Paul Christianson, Sally Goins, Martha Kell, Christine Kerr and Velie Thornton. The inland division members are pictured at the school with instructor Rick Prucha (top photo, far left) and SIU President Michael Sacco (below, third from left).



AFL-CIO Maritime Trades Department Convention

MTD 1999



Legislators Support Strong U.S. Fleet

Legislators addressing the AFL-CIO Maritime Trades Department convention last month in Los Angeles emphasized the ongoing need to maintain a strong U.S.-flag fleet.

Their remarks on October 8 reinforced many of the declarations contained in resolutions passed by the convention delegates, who represented the MTD's 32 member unions and 27 port councils.

MTD-affiliated unions represent approximately 8 million members.

Speakers voiced support for U.S. cabotage laws, the Maritime Security Program, domestic shipbuilding, a revitalized U.S.-flag cruise industry and other topics that impact working families.

"The Jones Act has worked well. It provides employment and helps environmental safety," stated Rep. Max Sandlin (D-Texas). "It brings billions of dollars in tax revenue to the American government."

(The Jones Act, part of the Merchant Marine Act of 1920, states cargo moved from one domestic port to another can only be transported aboard U.S.-crewed, U.S.-built and U.S.-flag vessels.)

Sandlin, who serves on both the House Transportation and Infrastructure Committee and the Banking and Financial Services Committee, added that U.S.-flag ships should not have to "compete with foreign vessels that don't have the same obli-

gations, the same requirements."

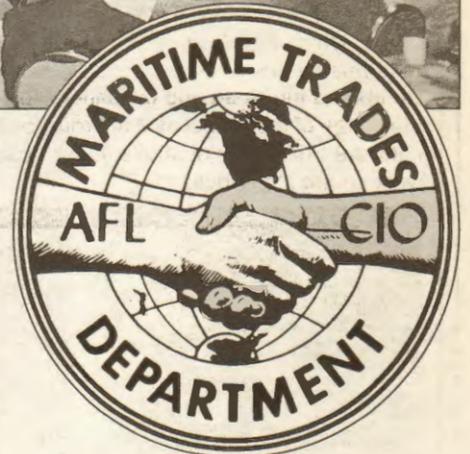
Similarly, Rep. Martin Frost (D-Texas) reiterated his support for strong domestic shipping policies. He also stressed the key role of the U.S. fleet in national defense.

"I've been with you on making sure that cabotage laws remain (strong), and that we don't do anything to undercut the Jones Act," noted Frost, a member of the House Rules Committee. "I understand the significance of what the Maritime Trades Department does and I've tried to work very closely with you over the years...."

"We want to make sure that our maritime

industry remains strong and not subject to unfair laws. We need you in good times, and we need you if this country is ever threatened in terms of defense. Because you all are vital to our defense. Every time this country has been threatened, you've been there. And we cannot remain strong as a nation without a strong merchant marine."

Focusing on the new U.S.-flag cruise ships being built for the Hawaiian trade, Rep. Neil Abercrombie (D-Hawaii) urged delegates to seize upon that momentum. He lauded the planned construction of at least two new American-flag passenger ships as



well as the reflagging next year of a foreign cruise ship to the Stars and Stripes.

"The first new ships coming into the cruise line business are going to be American-owned, American-built, American-crewed and American-flagged, and they're going to be based in Hawaii starting in 2003," Abercrombie observed. "And I don't want those to be the last ones. That should be the way that America goes all across the cruise industry as we go into the next century."

A member of the Armed Services Committee and longtime backer of the U.S. merchant marine, Abercrombie also pointed to the recent problems aboard foreign-flag cruise ships that have been in the headlines. At the root of the incidents—which have included food poisoning, sexual assaults, shipboard fires and other dangerous events—is the unfair treatment of the crews, he said.

"I'm not against the crews on these foreign ships. They're working men and women just like us," Abercrombie stated.

Continued on page 14



Reps. Martin Frost (left) and Max Sandlin (both from Texas) reiterate their strong support for the U.S.-flag merchant fleet during the 1999 MTD Convention in Los Angeles.



AFL-CIO President John Sweeney

AFL-CIO President John Sweeney succinctly described the labor federation's main activities planned for the next year.

"Organizing and politics are where it's at for the next 12 months," he told delegates to the AFL-CIO Maritime Trades Department convention October 7 in Los



AFL-CIO Political Director Steve Rosenthal

AFL-CIO President: 'Organizing And Politics Are Where It's At' Sweeney Urges 'Stronger Political Voice' To Benefit America's Working Families

Angeles. The two go hand in hand, Sweeney explained.

"Unfortunately, as it stands, too many workers who want to form unions to improve their lives will never get the chance. Every day in workplaces all across America, employers are interfering in a decision that rightfully belongs to workers by intimidating, harassing, threatening and even firing them," he noted.

"But while the public overwhelmingly disapproves of such anti-union tactics, most of America doesn't even know they're happening, and it's up to us to tell them."

Sweeney mentioned that the federation is conducting a "Voice at Work" campaign that publicizes "the secret war in our workplaces" and exposes employers who violate the freedom to choose a

union. "At the same time, we're mobilizing entire communities to stand with workers involved in organizing campaigns and building support for our long-term goal of reforming the laws intended to protect workers who choose to form unions," he said. "That's one reason we're intensifying our efforts to create a stronger political voice, elect worker-friendly candidates and promote a working families legislative agenda."

It won't come easily, Sweeney acknowledged. This year and next, business is projected to outspend labor by at least 15-to-1 in political activities.

"But we're fighting back with our heads and our hearts," he stated. "We've set a goal of registering 4 million new voters from union households by 2000. And in 2000, we will meet another

goal by having 2,000 union members running for public office all across the country."

This is not a partisan effort, Sweeney noted, but rather one of principle. "We're educating and mobilizing working families around issues, not candidates or parties. When it comes to our political action, it's not about Republicans versus Democrats, it's not even about right versus left. It's about right versus wrong."

Meanwhile, despite the challenging conditions, AFL-CIO member unions have made progress in numerous organizing drives. Sweeney recalled that in 1998, nearly a half-million people joined unions, with a net gain of about 100,000 new members.

"But we'll need more growth on a larger scale to regain our strength in the 21st century," he said.

Also discussing the need for a strong and active labor movement was Art Pulaski, executive secretary-treasurer of the California AFL-CIO Labor Federation.

Pulaski detailed how union members last year defeated the anti-worker state proposition 226, a measure designed to silence workers in the political process. He also credited trade unionists in California—many of them members of MTD-affiliated unions—with helping earn several very recent and important victories, including legislation covering overtime pay, prevailing wage for construction workers, free speech on picket lines, and workplace safety.

Additionally, Pulaski noted the importance of maritime in California.

"Some 400,000 southern



Art Pulaski, Exec. Secy-Treas., Calif. Labor Federation

California jobs are tied to the freight and the transportation industries that emanate from the ports of Los Angeles and Long Beach and their terminals," he said. "In the north we have the ports of San Francisco and Oakland and others that support well over another 50,000 jobs."

AFL-CIO Political Director Steve Rosenthal reminded delegates that union families can play a major role in determining the outcomes of next year's elections.

He presented data reflecting the importance of "union votes" in the congressional elections of 1996 and 1998.

"Your unions are leading this charge," he said. "There's no letting up now."

BIENNIAL CONVENTION - MARITIME

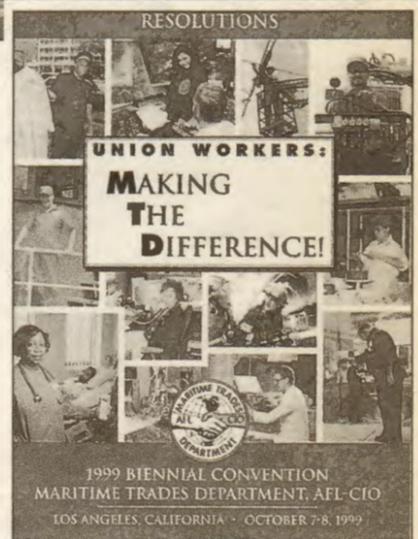


The AFL-CIO Maritime Trades Department is composed of 32 national and international unions as well as 27 port councils located in the United States and Canada. The unions represent approximately 8 million workers.



Michael Sacco (left) and Frank Pecquex were re-elected by unanimous acclamation as president and executive secretary-treasurer, respectively, of the MTD. Here, they take the oath of office. Also re-elected by unanimous acclamation as vice president of the MTD was Jack Stewart, who was unable to attend because of a family illness.

From the opening gavel to the swearing in of the newly elected officers, the 1999 AFL-CIO Maritime Trades Department Convention was two days of non-stop action. Meeting in Los Angeles October 7 and 8, the delegates from the MTD's 32 affiliated unions and 27 port councils heard addresses from the president of the AFL-CIO, members of Congress and the head of the Military Sealift Command. They considered resolutions dealing with matters that affect the daily lives of working men and women. They showed once again that union workers are "Making the Difference!"



David Heindel, Secy-Treas., SIU



Ron Harris, Bus. Rep., Local 12 IUOE



Kurt Van Epps, Bus. Rep., Local 12 IUOE



W.D. "Chico" McGill, Bus. Mgr., IBEW Local 733



Marcos Cordero, President, SIU of P.R.



Bonnie Heraty, Financ. Secy-Treas., Chicago Port Council



Paul Krupa, Atlantic Coast VP, MEBA



Jim Rankin, Int'l Pres., Glass, Molders



Dean Corgey, VP Gulf Coast, SIU



Kermet Mangram, VP Gov't Serv., SIU



Moe Biller, President, Postal Workers



Gerald Owens, Asst. General Organizer, ILA



Bill Ross, VP, SIU Canada



Larry Mazzola, Bus. Mgr., UA Local 38



David B. Durkee, Secy-Treas., BCTGM
Joseph Thibodeaux, Exec. VP, BCTGM



Michael Sullivan, President, Sheet Metal Workers



Ken Paulsen, Dir. of Organizing, HERE



Steven Alger, Bus. Mgr., IBEW 261



Jim Cole, Gen. Secy, Iron Workers



Francisco Gonzalez, Int'l VP, Laundry Workers



Jim Rodgers, VP, Glass, Molders



Joseph Mitchell, VP, Glass, Molders
Wayne King, VP, Glass, Molders



Herbert Kaopua Sr., Bus. Mgr/Fin Secy, UA Local 675



Joe Winstead, Exec. Director, Calif. Pipe Trades



Wayne Wagner, Bus. Mgr/Fin. Secy, UA Local 811



Vincent O'Reilly, Sr. Exec. Asst. to Int'l Pres., IBEW
Mike Mowery, Int'l VP, 9th District, IBEW
Lou Reed, Bus. Mgr., IBEW 595



A. L. Monroe, Gen. Pres. Emeritus, Painters
Michael Sacco, President, SIU
Michael Monroe, Gen. Pres., Painters



Thomas Buffenbarger, Pres., IAM



Mason Warren, VP, Laborers



Vivien Kawakami, VP, Mary O'Brien, Int'l President, Laundry Workers



Roman Gralewicz, President, SIU Canada



Frances Brown, SIU staff; Rep. Neil Abercrombie; Sandra Huett, SIU staff; Bonnie Riley, MTD staff

THE TRADES DEPARTMENT, AFL-CIO



MTD President Michael Sacco formally opens the organization's biennial convention October 7 in Los Angeles. Delegates covered a wide range of topics during the two-day event, but the subjects had a common thread – improving the lives of America's working families.



Bud Jacques,
Executive VP,
MEBA



John Conley,
President,
ITPE



Jack Cox,
Secy-Treas.,
IBT Local 572



James Williams,
Gen. Secy-Treas.,
Painters



Stuart Applebaum,
President,
RWDSU



Ike Williams, Branch Agent, NMU
Rene Lioeanjie, President, NMU



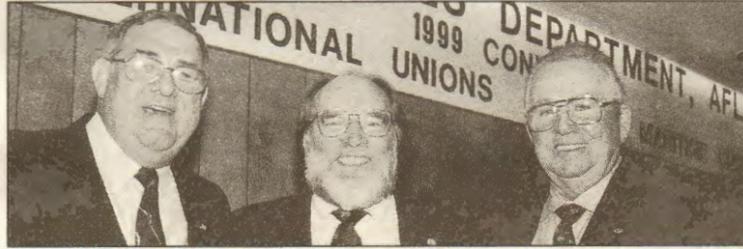
Augustin Tellez,
VP Contracts,
SIU



Jack Caffey,
VP Atlantic Coast,
SIU



Howard Randolph,
Int'l VP,
TCU



John Baker, President, Cleveland Port Council
Rep. Neil Abercrombie
Richard Hughes, VP, ILA Baltimore



Nick Marrone,
VP West Coast,
SIU



Richard Cortz,
Pres. Emeritus,
SEIU



Dean Girardot,
Exec. Asst. to Pres.,
IAM



John J. Barry,
President,
IBEW



DeWitt Clinton,
Asst. to Pres.,
Steel Workers



Steve Demeroutis,
Pres., Puget
Sound Port Council



Larry O'Toole,
President,
MEBA



Whitey Disley,
Pres./Secy-Treas.,
MFOW



Gunnar Lundeberg,
Pres./Secy-Treas.,
SUP



Tony Gentile, Pres.,
Broward Teachers
Union, AFT



Al Monroe,
Asst. to Gen. Pres.,
Painters



Jack Wurm Jr.,
Int'l VP,
RWDSU



Marvin Hrubec,
Exec. Board,
UFCW



Jake West, President, Iron Workers
Michael Sacco, President, SIU
Al Whitehead, President, Fire Fighters



Pat Coughlin,
VP,
HERE



Ted Kedzierski, Pres., Wilmington AMMV Memorial Committee;
Merchant Vet Floyd "Red" Hayes; SIU Port Agent John Cox; Rep. Neil Abercrombie,
SIU Pres. Michael Sacco; Merchant Vet Clinton McLish



Warren Mart,
VP,
IAM



Don Buchanon,
Dir., Shipyards
Sheet Metal Workers



Ted Jacobson, Secy, NYC CLC
Michael Goodwin, President, OPEIU



Steve Edney,
National Director,
UIW



Larry Barber,
VP,
BCTGM



Anthony Bixler,
VP,
CWA



Andy Abbott,
Dir., Marine Div.,
Boilermakers



John Brenton,
Secy-Treas.,
ITPE



Dennis Lundy,
Training Director,
Operating Engineers 501



Walter Allen,
VP,
OPEIU



MSC Commander Sees Increased Role For Civilian Mariners on Military Ships

The head of the U.S. Military Sealift Command sees a potentially larger role for civilian mariners aboard MSC vessels.

U.S. Navy Rear Admiral Gordon S. Holder, commander of MSC, told delegates to the AFL-CIO Maritime Trades Department (MTD) convention last month in Los Angeles that greater reliance on civilian crews may benefit all concerned.

Holder also underscored sealift's vital role in U.S. national and economic security, while crediting the industry for fostering productive working relationships.

MSC provides ocean transportation of most of the materials and equipment needed to sustain U.S. forces worldwide during peacetime and in war. SIU members crew a number of MSC-contracted vessels.

'Civilianize' Military Ships

Speaking to the delegates on October 7, the admiral noted that "like everybody else in the world, Military Sealift Command is trying to find ways to better perform our mission more efficiently and at lower cost. It's a quest for best value, and that's not easy. Cheap does not equal value for our nation's security."

As part of an overall effort to fine-tune its operations, "We must rely on our civilian mariners and our interactions together to make our Navy and, thus, our nation better," stated Holder.

More specifically, the admiral said he has pushed for a Department of Defense task force to examine "the best way to crew the Military Sealift Command ships.... The first thing we're trying to do is see if I can relieve the military detachments, to 'civilianize' those [personnel]—not to put those (Navy) sailors out of work, but to put them in the places they joined the Navy to work...."

"This is a huge cultural shift. We have committed the Department of the Navy to transition as many of our military detachments to civilian mariners as we can"

Holder continued, "Why can't we have civilians providing hotel services on aircraft carriers? Because we can't have mariners go in harm's way? Well, who went to Murmansk? Who has the highest percent-

age of casualties in World War II, other than the Marine Corps? It's the merchant marine. Somebody said the merchant marine is the 'other Navy.' My answer is, no, it's the rest of the Navy! It's vital and we must have it."

To that end, he pointed out that the merchant marine as well as the armed services must aggressively recruit new members and "build a career development program" that helps retain qualified individuals.

In fact, Navy recruiting "affects everybody in the maritime industry," he declared. "The problem is there are very few people outside or even inside the government who understand the industry well enough."

"Indeed, many people leave the industry. We have graduates of federal maritime academies that don't even come to the industry, they go downtown (to other jobs). We need to change that. We need to find those people and bring them aboard as mariners—not to be career sailors, but to learn the industry and fully understand it and all its affiliations."

Effective Cooperation

Assessing MSC's recent performance, Holder credited the industry for effective cooperation.

"Your men and women, our ships, taking care of the nation's business. The partnering that has taken place between MTD and all of the affiliates of the AFL-CIO and MSC is strong and getting stronger because of our efforts," he said.

The admiral also commended the U.S. merchant marine for its steadfast reliability: "Our merchant marine has always gone where our nation has asked, and because of men and ladies like you, they will continue to do so. The United States cannot do without these mariners."

Noting the importance of a strong U.S. sealift capability, Holder said, "That ammunition that was prepositioned for Kosovo allowed the Air Force and the Navy, quite honestly, to get bombs on target when we decided to put bombs on target. That's the way we have to do business. Prepositioning, having the equipment forward deployed, is what our island nation does best."

Finally, he recognized MTD and SIU

President Michael Sacco for "making maritime the number one priority in the nation. He has been your advocate and my advocate."



Calling on delegates to the 1999 MTD Convention to continue their involvement in the political process are Reps. Neil Abercrombie (D-Hawaii, left) and Michael Forbes (D-N.Y.).

Legislators Support Strong U.S. Fleet

Continued from page 11

"They're doing the best they can for their families. But they're being exploited, because they don't have an opportunity to have a union to protect their rights. They don't have the opportunity to collectively bargain to improve their benefits and their working conditions."

"We can compete against anybody in the rest of the world, but we can't compete against wage slavery," he continued. "What you have to do with wage slavery is end it. The only way it's going to end is to get people in office who will back up the working man and woman."

MTD President Michael Sacco thanked the speakers and delegates for helping strengthen the U.S. fleet. "I see new cruise ships, new cargo vessels, new tugs and new dredges all being built," he said. "And what do they have in common? They fly the U.S. flag. They carry American crews. They are built in unionized American shipyards."

"We're still here, we're still growing, we're still a powerful force because we deliver the goods—just as we have done since the Revolutionary War."

Maritime wasn't the only

topic discussed by the guest speakers.

Rep. Michael Forbes (D-N.Y.), a member of the Appropriations Committee, urged delegates to support the "Patient's Bill of Rights" passed by the House on October 7 (one day before Forbes spoke at the MTD convention). The bill is designed to improve access to health care, give patients more choices and reestablish the provider's accountability.

"We need to turn up the heat on the Senate and make sure that they do not kill that bill," Forbes said. "They have to take up the Patient's Bill of Rights. We've got to get that into conference, we've got to get it to the White House and get that bill signed into law. Americans want it."

Along the lines of Abercrombie's remarks concerning runaway-flag cruise ships, each of the congressmen also focused on an overall need for fair trade and fair competition.

Sandlin spotlighted the current fight to raise the federal minimum wage as indicative of Americans' "need to decide what direction do we want to take the United States. Do we want to make sure that American jobs and American industry

are protected from unfair competition from foreign governments that don't have the same requirements that we do? Or do we want to go in some other way?"

"We're talking about raising the minimum wage, we're talking about a small investment in the greatest asset that American business has ever seen and that's the American workers and American families," he said. "Yet we're fighting over pennies. While American business is willing to invest in big buildings and new computers and new cars and the highest technology, they worry about a few pennies every day to an American family that is the basis of every profit that they have coming into that company."

Other issues examined included Social Security and Medicare, schools, and political action.

Looking toward next year's elections, Abercrombie said, "The only organized effort that can come against the corporate takeover of this country is the American labor movement. We're dealing with the question of adding up the votes as to whether or not we're going to have a pro-labor agenda in the United States Congress."



Rear Admiral Gordon S. Holder (left) applauds MTD President Michael Sacco for "making maritime the number one priority in the nation."

Dispatchers' Report for Deep Sea

SEPTEMBER 16 — OCTOBER 15, 1999

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	22	13	7	20	9	4	5	39	18	11
Philadelphia	7	4	2	6	1	1	1	7	7	4
Baltimore	8	4	1	7	3	4	0	7	6	1
Norfolk	18	11	8	5	14	6	3	28	16	9
Mobile	14	4	5	8	8	2	2	17	9	5
New Orleans	19	8	6	16	8	7	10	27	18	6
Jacksonville	37	15	11	25	8	7	9	56	26	14
San Francisco	20	6	2	13	7	2	5	38	9	3
Wilmington	27	13	8	15	9	2	5	42	14	16
Seattle	37	8	4	27	8	3	14	51	9	5
Puerto Rico	10	2	4	6	2	5	4	19	2	3
Honolulu	5	8	5	9	5	4	0	14	10	6
Houston	23	19	8	29	13	6	13	37	22	9
St. Louis	1	3	4	0	1	4	1	2	5	8
Piney Point	1	3	2	0	4	2	0	3	1	2
Algonac	0	0	2	0	0	1	0	2	1	2
Totals	249	121	79	186	100	60	72	389	173	104
ENGINE DEPARTMENT										
New York	7	8	3	6	7	1	5	18	16	4
Philadelphia	1	3	0	0	0	0	0	2	5	0
Baltimore	4	6	1	4	6	0	2	7	2	1
Norfolk	6	7	2	4	9	2	5	12	8	5
Mobile	7	7	1	7	5	0	1	13	6	1
New Orleans	11	7	2	8	7	2	0	11	11	6
Jacksonville	14	13	8	12	7	4	6	27	24	6
San Francisco	12	6	1	14	6	0	0	15	5	2
Wilmington	10	7	4	6	4	3	2	15	13	5
Seattle	9	11	6	11	4	1	5	16	14	8
Puerto Rico	3	1	1	5	1	1	0	5	5	0
Honolulu	7	3	6	6	7	2	2	9	4	6
Houston	12	6	4	10	4	2	8	19	8	5
St. Louis	1	1	2	2	1	2	1	0	2	0
Piney Point	1	4	4	2	1	1	0	3	6	4
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	105	90	45	97	69	21	37	172	129	53
STEWARD DEPARTMENT										
New York	9	8	0	8	4	0	1	18	12	0
Philadelphia	4	1	1	4	0	0	1	3	2	1
Baltimore	1	1	0	1	1	0	1	3	2	0
Norfolk	8	11	3	6	2	2	2	12	14	4
Mobile	5	2	2	0	1	0	0	8	8	2
New Orleans	3	7	3	6	0	1	1	8	12	3
Jacksonville	24	9	5	18	2	2	6	33	15	5
San Francisco	27	2	1	22	1	0	8	33	6	1
Wilmington	13	4	1	14	0	1	7	27	7	2
Seattle	11	2	0	11	1	1	7	29	3	1
Puerto Rico	1	0	0	1	0	1	0	1	0	0
Honolulu	7	2	5	5	2	12	1	19	8	9
Houston	11	0	0	9	2	0	6	16	5	2
St. Louis	1	0	0	0	0	0	0	2	3	0
Piney Point	2	2	2	0	2	0	0	5	5	2
Algonac	0	1	1	0	1	0	0	0	0	1
Totals	127	52	24	105	19	20	41	217	102	33
ENTRY DEPARTMENT										
New York	5	18	15	9	18	7	0	9	36	43
Philadelphia	0	0	2	0	0	2	0	1	1	2
Baltimore	0	3	3	0	2	3	0	0	2	2
Norfolk	3	11	6	1	9	2	0	2	24	10
Mobile	1	7	1	0	5	1	0	2	9	1
New Orleans	3	16	6	0	5	9	0	5	23	4
Jacksonville	5	14	12	4	9	6	0	7	28	24
San Francisco	4	12	9	3	10	6	0	6	20	8
Wilmington	7	10	3	1	2	3	0	8	21	8
Seattle	4	15	10	8	4	8	0	10	27	17
Puerto Rico	2	2	7	2	1	5	0	7	3	6
Honolulu	6	19	67	5	22	52	0	13	37	96
Houston	4	14	7	1	14	6	0	5	14	10
St. Louis	0	1	0	0	1	0	0	0	0	1
Piney Point	0	12	32	1	12	11	0	1	10	35
Algonac	2	1	0	1	0	0	0	2	1	1
Totals	46	155	180	36	114	121	0	78	256	268
Totals All Departments	527	418	328	424	302	222	150	856	660	458

**"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.

December 1999 & January 2000 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: December 6, January 3
Algonac	Friday: December 10, January 7
Baltimore	Thursday: December 9, January 6
Duluth	Wednesday: December 15, January 12
Honolulu	Friday: December 17, January 14
Houston	Monday: December 13, January 10
Jacksonville	Thursday: December 9, January 6
Jersey City	Wednesday: December 22, January 19
Mobile	Wednesday: December 15, January 12
New Bedford	Tuesday: December 21, January 18
New Orleans	Tuesday: December 14, January 11
New York	Tuesday: December 7, January 4
Norfolk	Thursday: December 9, January 6
Philadelphia	Wednesday: December 8, January 5
San Francisco	Thursday: December 16, January 13
San Juan	Thursday: December 9, January 6
St. Louis	Friday: December 17, January 14
Tacoma	Monday: December 27*
	Friday: January 21
	(*change created by Christmas Day holiday)
Wilmington	Monday: December 20
	Tuesday: January 18*
	(*change created by Martin Luther King Jr.'s birthday)

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

Personals

NEAL S. CAIRNS

Don Rundblad would like you to drop him a line at P.O. Box 7154, Tacoma, WA 98407-0154.

SANDRA EVANS

Antonio Orta would like you to write him at the following address: 760009, Rt. 3, Box 9800, Dayton, Texas 77535.

RAYMOND JONES

Please get in touch with Renee Wilson at (904) 908-5323.

SUZANNE VAN SCHOOR

Please contact Derrick Crummy at 27725 148th Way SE, Kent, WA 98042; or call (206) 679-6209 or (253) 638-0885.

Corrections



On page 24 of the October issue of the Seafarers LOG, the caption for the photo above was inadvertently omitted. It should have read: WELCOMING THE NEXT GENERATION: AB George Oberle (right) joined the SIU in 1967, while OS Randy Diaz finished the unlicensed apprentice program at the Paul Hall Center earlier this year. Here, the two share a laugh on the deck of the *Global Mariner* as Oberle demonstrates his veteran technique.

On page 11 of the October LOG, the name of their ship was incorrectly stated. ABs Kathy Chester, Stephen Votta and Randy Senatore actually are painting aboard the *LNG Aries*.

Seafarers International Union Directory

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

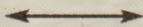
Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermet Mangram
Vice President Government Services



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(301) 899-0675

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

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Anchorage, AK 99503
(907) 561-4988

BALTIMORE
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Baltimore, MD 21202
(410) 327-4900

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

HONOLULU
606 Kalihi St.
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(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.
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MOBILE
1640 Dauphin Island Pkwy.
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(334) 478-0916

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

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3911 Lapalco Blvd.
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Brooklyn, NY 11232
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NORFOLK
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(757) 622-1892

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2604 S. 4 St.
Philadelphia, PA 19148
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PINEY POINT
P.O. Box 75
Piney Point, MD 20674
(301) 994-0010

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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

SEPTEMBER 16 — OCTOBER 15, 1999

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Algonac	0	22	18	0	10	7	0	11	9
Port	DECK DEPARTMENT								
Algonac	0	10	7	0	3	7	0	11	9
Port	ENGINE DEPARTMENT								
Algonac	0	11	9	0	3	0	0	2	6
Port	STEWARD DEPARTMENT								
Algonac	0	21	18	0	9	5	0	12	13
Port	ENTRY DEPARTMENT								
Totals All Depts	0	64	52	0	25	19	0	36	37

**"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

SEPTEMBER 16 — OCTOBER 15, 1999

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	1	0	7	1	0	5	2	0	12
Lakes, Inland Waters	42	0	0	20	0	0	22	0	0
West Coast	2	2	8	7	1	1	7	2	19
Totals	45	2	15	28	1	6	31	2	31
Region	DECK DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	1
Lakes, Inland Waters	29	0	0	14	0	0	15	0	0
West Coast	0	0	0	1	0	0	1	0	0
Totals	29	0	0	15	0	0	16	0	1
Region	ENGINE DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	1
Lakes, Inland Waters	24	0	0	5	0	0	14	0	0
West Coast	0	0	2	0	0	1	0	0	2
Totals	24	0	2	5	0	1	14	0	3
Region	STEWARD DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	1
Lakes, Inland Waters	24	0	0	5	0	0	14	0	0
West Coast	0	0	2	0	0	1	0	0	2
Totals	24	0	2	5	0	1	14	0	3
Totals All Depts	98	2	17	48	1	7	61	2	35

**"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 Ted Vargas of Princeton, W. Va.

The picture was snapped in November 1947 aboard the boat deck of the SS *Lebore*, an Ore Steamship Co. vessel. The ship was in transit through one of the locks of the Panama Canal.

In a note to the LOG, Vargas identifies the men in the photo (from the left) as: "Paul the P.O. Messman, Wiper Thomas Dodd, FOWT Paul Wright and Wiper Ted Vargas."

He also notes that the *Lebore* became the *Ore-mar* after this trip and, years later, ended its career as the *TransHudson* for Hudson Waterways, Inc.

Vargas, 69, sailed on three Liberty ships in the '40s and '50s. He presently volunteers aboard his fourth Liberty ship, the *John W. Brown*, based in Baltimore.





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 steward and one recertified bosun are among the 17 Seafarers announcing their retirements this month.

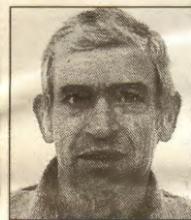
Representing 69 combined years of active union membership, Recertified Steward **Jose R. Colls** and Recertified Bosun **Thomas A. Trehern** are graduates of the highest level of training available to members in the steward and deck departments, respectively, at the SIU's training school in Piney Point, Md.

Including the two recertified graduates, 11 of the retiring Seafarers sailed in the deep sea division, five shipped on inland vessels and one plied the Great Lakes.

Ten of the retiring pensioners worked in the deck department, four shipped in the steward department and three sailed as members of the engine department. Eight of the pensioners served in the U.S. military - six in the Army and two in the Navy.

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

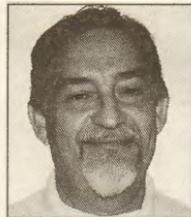
DEEP SEA



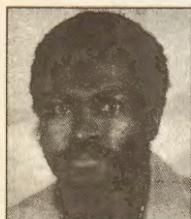
RUSSELL L. CARUTHERS, 65, began his career with the Seafarers in 1968 in the port of New York. His first ship was the

Thetis, operated by Rye Marine. Born in Ohio, he sailed in the deck department and upgraded his skills at the SIU's training school in Piney Point, Md. Brother Caruthers last sailed aboard the *Sea-Land Developer*. From 1952 to 1956, he served in the U.S. Navy. He has retired to Federal Way, Wash.

JOSE R. COLLS, 59, joined the SIU in 1961 in San Juan, P.R., first sailing aboard the *Azalea City*. The Puerto



Rico native worked in the steward department and upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md., where he graduated from the steward recertification program in 1980. Prior to his retirement, he worked aboard the *Sea-Land Consumer*. From 1958 to 1960, he served in the U.S. Army. Brother Colls calls San Juan, P.R. home.



BILL FINKLEA, 66, graduated from the Marine Cooks & Stewards (MC&S) training school in 1967 in Santa

Rosa, Calif. and joined the MC&S in the port of San Francisco. Brother Finklea worked in the steward department, last sailing in 1995 aboard the *USNS Meteor*, operated by American President Lines. The

Alabama native has retired to Mobile. He served in the U.S. Army from 1953 to 1959.

JOSE A. GOMEZ, 65, began sailing with the Seafarers in 1972 from the port of New York. His first ship was the



Hoover, operated by Excelsior Marine. Born in Puerto Rico, he sailed in the deck department and upgraded frequently at the Seafarers Harry Lundeberg School of Seamanship. Prior to his retirement, he worked aboard the *Sea-Land Integrity*. Brother Gomez makes his home in Ridgewood, N.Y.



KENNETH I. HARDER, 61, started his career with the SIU in 1964 in the port of San Francisco. He first sailed aboard the

cable ship *Long Lines*. A native of California, he worked in the engine department, last sailing aboard the *Sea-Land Enterprise*. Brother Harder calls San Francisco home.

BARBARA J. JOVANOVIC, 65, joined the SIU in 1989 in the port of Honolulu. Sister Jovanovic worked in the



steward department and sailed primarily aboard vessels operated by American Hawaii Cruises. Born in Missouri, she has retired to Laughlin, Nev.

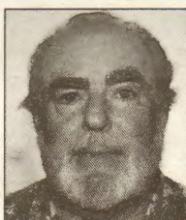
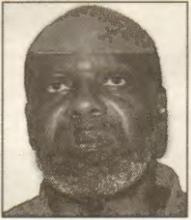


KONSTANTINOS KOSTOUIROS, 65, began sailing with the Seafarers in 1968 from the port of New York. His first ship

was the *Western Hunter*. Born in Athens, Greece, he became a U.S. citizen in 1973. Brother Kostouros sailed in the engine department and frequently upgraded his skills at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Prior to retiring, he signed off the *Frances Hammer*, an Ocean Chemical Carriers vessel. Fort Myers, Fla. is where he calls home.

HELEY O. MARENO, 71, first sailed with the Seafarers in 1976. A native of Alabama, he worked in the deck department aboard inland vessels and upgraded at the union's school in Piney Point, Md., where he graduated from the towboat operator course. Brother Mareno later transferred to the deep sea division and continued to upgrade at the school. He last sailed aboard the *Wilson*, operated by Wilson Shipping Co. From 1947 to 1950, he served in the U.S. Army. He has retired to Ocean Springs, Miss.

BILLY J. MITCHELL, 65, joined the SIU in 1973, first sailing aboard an American Bulk Carriers vessel. The Texas native worked in the steward department and upgraded at the union's school in Piney Point, Md. Brother Mitchell last sailed aboard the *Wilson*, a Wilson Shipping Co. vessel. He makes his home in New Orleans.



THOMAS A. TREHERN, 65, first sailed with the Seafarers in 1951 aboard the *Beauregard*. Born in

Alabama, the deck department member came ashore to become an SIU official in 1968 and worked in the San Francisco hall. During his career, he was active in union organizing drives. He later returned to shipping and upgraded his skills at the Paul Hall Center for Maritime Training and Education, where he graduated from the bosun recertification program in 1995. From 1957 to 1960, he served in the U.S. Army. Brother Trehern last sailed aboard the *Sea-Land Explorer* and has retired to Millbrar, Calif.

DONALD G. VOLLUZ, 65, started his career with the Seafarers in 1970 aboard inland vessels. He later transferred to the deep sea division. During his career, he worked in all three departments. Brother Volluz last sailed aboard the *Green Island*, a Waterman Steamship Corp. ves-



sel, as a member of the deck department. Born in Illinois, he has retired to New Orleans.

INLAND



JOHN J. BIEGALSKI, 50, began his career with the Seafarers in 1974. Born in Poland, he became a U.S. citizen. He

started working in the deck department and later transferred to the engine department. Boatman Biegalski frequently upgraded at the union's school and last sailed as a chief engineer aboard a Hvide Marine vessel. Port Neches, Texas is where he calls home.

VIBERT A. BODDEN, 62, first sailed with the SIU in 1965. Born in the British West Indies, he worked in the deck department, last sailing as a captain



aboard a Sabine Transportation Co. vessel. During his career, he attended an educational conference at the union's school in Piney Point, Md. Boatman Bodden makes his home in Woodville, Texas. From 1955 to 1958, he served in the U.S. Navy.



MARVIN R. CATES, 62, joined the Seafarers in 1968 in Port Arthur, Texas. Boatman Cates sailed in the deck

department and frequently upgraded at the union's school in Piney Point, Md., where he graduated from the towboat operator

course in 1973. Prior to his retirement, the Tennessee native worked aboard the *Socrates*, operated by Allied Towing Corp. He has retired to Hernando, Miss.

EDWIN C. POWELL, 72, began his career with the SIU in 1965 in Port Arthur, Texas. A native of the Lone Star



state, he worked as a captain, last sailing aboard a Higman Towing Co. vessel. From 1955 to 1958, he served in the U.S. Army. Boatman Powell calls Broken Bow, Okla. home.



CHARLES F. PRUITT, 61, first sailed with the Seafarers in 1959 in the port of Baltimore. A native of

Virginia, he sailed in the engine department and upgraded his skills at the union's school in Piney Point, Md. Prior to his retirement, he worked aboard the *Falcon*, an Allied Towing Corp. vessel. Boatman Pruitt makes his home in Tangier, Va.

GREAT LAKES



HOWARD E. BROWN, 68, joined the Seafarers in 1947 in the port of Detroit. Brother Brown worked in the

deck department, last sailing aboard the *Richard J. Reiss*, an Erie Sand Steamship Co. vessel. From 1948 to 1955, he served in the U.S. Army. The Michigan native has retired to Saginaw.

Reprinted from past issues of the Seafarers LOG

1951

After many months of building preparations, the SIU moved into its new headquarters over the weekend of November 17. The building at 675 Fourth Avenue, Brooklyn, was acquired over a year ago and was made necessary by the fact that SIU outgrew the old headquarters building at 51 Beaver Street in downtown New York. The move was made by the headquarters staff, and the office staff, with many rank and file members assisting.... It is only a little more than seven years since the move from the small and dingy office at 2 Stone Street near South Ferry in downtown New York which used to house the headquarters of the union.

1962

The latest in a series of important advances to assure all Seafarers the best possible food and food service aboard ship is now underway at SIU headquarters with the launching of a new

refresher school for SIU chief stewards as part of the steward department recertification program. Five veteran stewards are enrolled in the first class.

THIS MONTH IN SIU HISTORY

The program, developed over the past couple years, is the result of a recommendation by a committee of rank-and-file members of the steward department. It features both classroom and practical work to upgrade the steward and teach him the skills necessary for a chief steward's rating.

1977

Moran of Texas has a new tugboat in its SIU-contracted fleet in Port Arthur. The *Mary Moran*, a new 3,300 hp., twin screw tug, came out of the J. McDermott Shipyard of Morgan City, La. in September.

She brings new jobs to four SIU boatmen who will do harbor work in Port Arthur on the new vessel. The tug will mainly be involved in ship docking. The *Mary Moran* is also certified for ocean towing.

Final Departures

DEEP SEA

WILLIAM ROBERT CAREY



William Robert Carey, 39, passed away July 21. He graduated from the entry-level training program at the Seafarers Harry Lundeberg

School of Seamanship in 1978 and joined the SIU in Piney Point, Md. His first ship was the *Pisces*. Brother Carey sailed in the deck department and upgraded his skills at the school. A resident of Jacksonville, Fla., he last sailed aboard Sea-Land Service's *Nedlloyd Holland*.

JAMES E. CHRISTIAN



James Everett Christian, 91, died August 21. Brother Christian joined the Seafarers in 1941 in the port of New Orleans. Born in Tennessee, he

worked in the deck department, last sailing in 1973 aboard the *Sea-Land Galloway*.

AUBREY PRESTON CLARK



Pensioner Aubrey Preston Clark, 81, passed away November 9, 1998. A native of Texas, he began his career with the SIU in 1966 in the port

of Houston. His first ship was the *Halcyon Panther*. Brother Clark sailed in the engine department and upgraded his skills at the union's school in Piney Point, Md. He was a veteran of World War II, having served in the U.S. Navy from 1936 to 1957. His last ship was the *LNG Aquarius*. Brother Clark was resident of Corpus Christi, Texas. He began receiving his pension in March 1982.

VALERIANO P. EMBERNATE

Pensioner Valeriano P. Emberate, 92, died August 16. Born in the Philippines, he joined the Marine Cooks & Stewards (MC&S) in 1943 in the port of San Francisco. The steward department member last sailed aboard the *Hawaii Bear*, operated by Pacific Far East Lines, Inc. Brother Emberate made his home in San Francisco and retired in September 1971.

DOLLY M. FORD

Pensioner Dolly M. Ford, 80, passed away July 10. She started her career with the MC&S in 1958 in the port of San Francisco. Born in Iowa, she worked in the steward department, last sailing aboard the *Santa Mercedes*. Sister Ford lived in Las Vegas, Nev. and started receiving her pension in September 1978.

DOUGLAS M. HASSETT



Douglas Macon Hassett, 75, died April 19. Brother Hassett first sailed with the Seafarers in 1951. A native of California, he worked in the engine department, last sailing in 1973 aboard a Seatrain Lines, Inc. vessel. He was a resident of Healdsburg, Calif.

KENNETH DALE HAWKINS



Pensioner Kenneth Dale Hawkins, 71, passed away July 15. Born in Oklahoma, he started his career with the MC&S in 1945. His first

ship was the *Fairland*. Brother Hawkins worked in the steward department, last sailing aboard the *Oregon*. He made his home in Portland, Ore. and began receiving his pension in October 1975. From 1950 to 1956, he served in the U.S. Army.

DAMON JOHNSON

Pensioner Damon Johnson, 94, died September 10. A native of Georgia, he joined the MC&S in 1946 in the port of San Francisco, first sailing aboard the *Brown Victory*. The steward department member retired in April 1969. Brother Johnson was a resident of San Francisco.

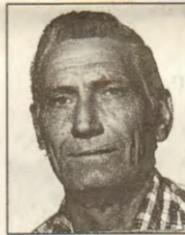
KEICHI KAKUDA



Pensioner Keichi Kakuda, 78, passed away September 7. He began his career with the MC&S in 1949 from the port of San Francisco.

Brother Kakuda sailed in the steward department and began receiving his pension in May 1989. He was a veteran of World War II, having served in the U.S. Army from 1942 to 1944. Born in Hawaii, he made his home in the Bronx, N.Y.

CHARLES B. KELLY



Charles B. Kelly, 68, who was born in North Carolina, died July 9. Brother Kelly joined the Seafarers in 1978 in the port of Norfolk, Va. He

worked in the deck department, last sailing aboard the *Keystone State*, operated by Intercoastal Uglund Management. From 1948 to 1967, he served in the U.S. Navy. Brother Kelly was a resident of Faith, N.C.

ERNEST C. KUNICKAS



Pensioner Ernest Casimer Kunickas, 77, passed away July 27. Born in Illinois, he started his career with the SIU in 1946. Brother

Kunickas worked in the deck department. He last sailed aboard the *Sea-Land Defender*. A resident of San Francisco, he began receiving his pension in February 1987.

LESTER W. LeCLAIR



Pensioner Lester W. LeClair, 76, died July 23. A native of Minnesota, he first sailed with the Seafarers in 1947, aboard the *Leland*

Stanford, a Waterman Steamship Corp. vessel. He worked in the steward department, upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship and graduated from the steward recertification program there in 1980. Brother LeClair last sailed aboard the *Overseas*

Natalie. A veteran of World War II, he served in the U.S. Navy from 1941 to 1946. He was a resident of Topeka, Kan. and retired in January 1988.

EDGAR MARQUARDT



Pensioner Edgar Marquardt, 87, passed away July 18. Born in Estonia, he joined the SIU in 1942. Brother Marquardt sailed in

the engine department and started receiving his pension in December 1962. He made his home in Baltimore.

CORBERT RAY MYRICK



Pensioner Corbert Ray Myrick, 75, died September 9. Brother Myrick graduated from the Andrew Furuseth Training School in 1962

and joined the SIU in the port of Baltimore. His first ship was the *Emilia*, operated by A.H. Bull Steamship Co. A native of North Carolina, he sailed in the deck department and upgraded his skills. He was a veteran of World War II, having served in the U.S. Navy from 1942 to 1947. The Danville, Va. resident retired in August 1989.

CHARLES C. P. OH YOUNG



Pensioner Charles C. P. Oh Young, 80, passed away May 7. A native of Hawaii, he joined the MC&S. Brother Oh Young sailed in the

steward department and started receiving his pension in July 1977. He made his home in Honolulu.

SUN SIN PARK

Pensioner Sun Sin Park, 74, passed away June 19. Brother Park joined the MC&S and sailed in the steward department. A native of Hawaii, he was a resident of Wahiawa. Brother Park retired in July 1974.

DAVID CARROLL POLITE



Pensioner David Carroll Polite, 101, passed away recently. Born in South Carolina, he began sailing with the SIU in 1943

from the port of New York. Brother Polite worked in the steward department, last sailing as a chief cook. A resident of Savannah, Georgia, he started receiving his pension in January 1971.

WALTER LEE PRITCHETT



Pensioner Walter Lee Pritchett, 75, died September 10. He started his career with the Seafarers in 1948 in the port of New York. Brother

Pritchett worked in the engine department, last sailing aboard the *Overseas Arctic*. Born in Wyoming, he made his home in Denham Springs, La. and began receiving his pension in March 1986.

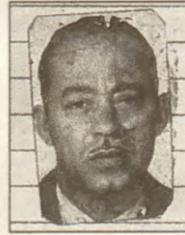
PEDRO SANCHEZ



Pedro Sanchez, 46, passed away August 19. Born in Puerto Rico, he graduated from the union's entry-level training program in 1971 and joined

the SIU in the port of New York. Brother Sanchez sailed in the deck department and upgraded his skills at the school in Piney Point, Md., where he graduated from the bosun recertification program in 1988. He was a resident of Coral Springs, Fla.

JULIO I. SANTIAGO



Pensioner Julio I. Santiago, 82, died August 12. A native of Puerto Rico, he began his career with the Seafarers in 1941 from the port of New York. He

worked in the deck department, last sailing aboard the *Boringuen*, operated by NPR, Inc. A resident of Catano, P.R., he started receiving his pension in September 1980.

WILLIAM F. VANCALSEM

Pensioner William F. Vancalsem, 91, passed away July 30. Brother Vancalsem first sailed with the MC&S in 1952. He was a member of the steward department and retired in July 1973. He made his home in Bay St. Louis, Miss.

JOSE ZAYAS



Pensioner Jose Zayas, 67, died July 15. He started his career with the Seafarers in 1969 in his native Puerto Rico. Brother Zayas worked

in the engine department, last sailing aboard a Sea-Land Service vessel. During his career, he was active in union organizing drives. He was a resident of Bayamon, P.R. and started receiving his pension in December 1995. From 1952 to 1956, he served in the U.S. Army.

INLAND

EDDY CHEVALIER



Eddy Chevalier, 50, passed away recently. Born in the Dominican Republic, he joined the Seafarers in 1977 in Puerto Rico. The deck

department member upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship, where he graduated from the towboat operator course in 1980. He last sailed in 1993 as a captain aboard a Crowley Towing & Transportation Co. vessel. Boatman Chevalier was a resident of Hatorey, P.R.

BARTOLO C. COLON



Pensioner Bartolo Carrero Colon, 89, died September 7. A native of Puerto Rico, he began his career with the SIU in 1950, sailing as a member of

the engine department. Prior to his retirement in March 1977, Boatman Colon last sailed aboard a Steuart

Transportation Co. vessel. He made his home in North Port, Fla.

GEORGE R. O'NEAL

Pensioner George Randall O'Neal, 66, passed away August 21. He joined the Seafarers in 1956 in the port of Norfolk, Va. The North Carolina native sailed in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship. Boatman O'Neal last sailed as a captain aboard the *Atlantic Tide*, operated by Atlantic Towing. A resident of Chesapeake, Va., he began receiving his pension in November 1989. From 1949 to 1953, he served in the U.S. Army.

LEONARD ARTHUR POLK



Pensioner Leonard Arthur Polk, 69, died September 16. Boatman Polk began his career with the SIU in 1945 from the port of Houston. A native of

Texas, he worked in the deck department, last sailing as a tugboat captain aboard a G&H Towing Co. vessel. From 1951 to 1952, he served in the U.S. Army. Brother Polk lived in Freeport, Texas and retired in December 1990.

KENNETH RICHARDSON



Pensioner Kenneth Richardson, 93, passed away August 2. Born in Tennessee, he first sailed with the Seafarers in 1940. Boatman

Richardson sailed as a tugboat captain and started receiving his pension in July 1970. He made his home in Frankford, Del.

ROY GILBERT WILLIAMS

Pensioner Roy Gilbert Williams, 68, died August 6. A native of Virginia, he joined the SIU in 1970 in the port of Philadelphia. Boatman Williams worked in the deck department, last sailing with Gellenthin Barge Co. A resident of Bloxom, Va., he retired in January 1993.

GREAT LAKES

JOSIE QUINONES TIO



Josie Quinones Tio, 35, died August 17. Born in the Philippines, she joined the SIU in 1994 in the port of Honolulu. Sister Tio started out in

the deep sea division, sailing aboard the *SS Constitution*, an American Hawaii Cruises vessel. She later transferred to Great Lakes vessels. A resident of Honolulu, the steward department member last sailed aboard the *John Boland*, an American Steamship Co. vessel.

WAYNE THOMAS WANZER

Wayne Thomas Wanzer, 64, passed away June 26. After a 20-year career in the U.S. Army, he began sailing with the Seafarers in 1974 from the port of Detroit. His first ship was the *J.T. Hutchinson*. A native of Michigan, he worked in the engine department, last sailing in 1995 aboard the *Charles E. Wilson*. (Both his first and last vessels were operated by American Steamship Co.) Brother Wanzer made his home in Wichita Falls, Texas.

Digest of Shipboard Union Meetings

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

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

EL MORRO (IUM), July 29—Chairman **Tommy Benton**, Secretary **Gina Lightfoot**, Educational Director **Brian Wilder**, Engine Delegate **Elieser Montalvo**. Chairman announced payoff on July 31. He noted new movies purchased and TV antenna needs repair. Educational director reminded everyone to upgrade at Paul Hall Center in Piney Point, Md. and be sure to update shipping documents. Treasurer announced \$55 in ship's fund. No beefs or disputed OT reported. Bosun gave vote of thanks to Chief Steward **Lightfoot**, Chief Cook **Kris Krause**, GSU **Jose Garcia** and Unlicensed Apprentices **Martin Vargas** and **Ramon Thomas** for find jobs. He also thanked deck department for hard work. Next ports: Port Everglades and Jacksonville, Fla.; San Juan, P.R.

EL YUNQUE (IUM), July 25—Chairman **Luis J. Ramirez**, Secretary **Francis Ostendarp**, Educational Director **Joseph Cirafisi**, Deck Delegate **Douglas Hodges**, Engine Delegate **Jimmie Graydon**, Steward Delegate **Charles Collier**. Chairman noted two unlicensed apprentices aboard ship; everyone should help teach them good seamanship. He reminded crew members to contribute to SPAD for job security. Secretary stated cost to operate money purchase pension plan increased over past year and requested copy of expenses incurred as well as prospectus of investments. Educational director urged crew to upgrade skills whenever possible at Piney Point. No beefs or disputed OT reported. Suggestion made and forwarded to contracts department for increase in pension. Steward department given vote of thanks. Next port: Jacksonville, Fla.

SEA-LAND DISCOVERY (Sea-Land Service), July 18—Chairman **Nelson Sala**, Secretary **Joseph Laureta**, Educational Director **Orlando Cancel**. Chairman announced upcoming payoff in Long Beach, Calif. and reminded crew members to donate to SPAD. He also noted it is never too late to attend upgrading classes at Paul Hall Center. No beefs or disputed OT reported. Communications Augie Tellez regarding Sea-Land Service acquisition by Maersk. Special thanks given to Steward **Laureta** and Chief Cook **Susan Moe** for good and exotic meals. Next port: Honolulu, Hawaii.

CAPE TRINITY (Apex Marine), August 8—Chairman **Tom Arriola**, Educational Director **Gabriel Arhin**, Deck Delegate **Gilbert Castillo**, Steward Delegate **Norman Evans**. Chairman noted ship to enter Tampa Bay shipyard following payoff. Crew members to disembark and join Houston-bound *Cape Taylor*. Educational director stressed need for everyone to get STCW endorsement as soon as possible and make use of Piney Point facilities, particularly new fire fighting school. No beefs or disputed OT reported. Request made for FOS and ROS wage structure.

GLOBAL LINK (Transoceanic Cable), August 26—Chairman **Brian Ienstadt**, Secretary **Brandon D. Maeda**, Educational Director **Franklin A. Coburn**, Deck Delegate **Lyle E. Davis**, Engine Delegate **Peter Littman**, Steward Delegate **R. Toro**. Although *Global Link* has no unlicensed apprentices, chairman spoke in detail about unlicensed apprentice program, describing schooling and time aboard ships, and duties of bosun and steward regarding evaluations and grading of apprentices. He also touched on STCW requirements and need for courses in fire fighting, water survival, first aid and personal safety—all offered at Paul Hall Center. Steward reminded everyone of move by front office of Transoceanic Cable to Baltimore from New Jersey. Company should be fully operational by end of year, working out of depot at Tyco pier. Educational director urged unlicensed mariners to participate in training offered at Piney Point, particularly courses required for STCW compliance. Treasurer announced \$4,400 in ship's fund. Suggestion made to use some money for new radio antenna. No beefs or disputed OT reported. Chief electrician requested signs be posted in crew lounge asking persons to not turn off VCR and other equipment themselves but to call on services of those who regularly handle electronic/maintenance issues. Crew gave vote of thanks to Baltimore port Agent **Dennis Metz** and *Seafarers LOG* for taking interest in *Link's* stay in Virgin Islands and subsequent stand-by relocation to Baltimore.

JEB STUART (Waterman Steamship), August 1—Chairman **Thomas Temple**, Secretary **Stephen W. Roth**, Deck Delegate **Desiree M. Crockett**, Engine Delegate **Robert Richer**, Steward Delegate **Ali Hydera**. Secretary reported that after unloading barges in Sunny Point, N.C., layoff anticipated. Educational director encouraged crew members to upgrade as often as possible at union's training center in Piney Point, especially to take courses to satisfy new Coast Guard regulations. No beefs or disputed OT reported. Everyone reminded that crew lounge is only smoking area designated by MSC for unlicensed members. Needed repairs include installation of door between mess-hall and crew lounge. Steward department given vote of thanks for job well done during rough seas.

LNG CAPRICORN (PRONAV), August 22—Chairman **Charles Kahl**, Secretary **Dana Paradise**, Educational Director **John Knott**, Engine Delegate **Rene R. Rosario**, Steward Delegate **Glenn William**. Chairman noted crew's concern with questions about reflagging. Crew hopes for clarification from boarding patrolman. Educational director reminded everyone of unique educational and upgrading opportunities available to Seafarers in form of Paul Hall Center. No beefs or disputed OT reported. Deck gang thanked for safe and productive tour. Thanks also given to steward department for great job. Next ports: Osaka and Himeji, Japan; Bontang, Indonesia.

OSPREY (Osprey Ship Management), August 15—Chairman **Robert M. Wiles**, Secretary **Felipe P. Orlanda**, Educational Director **Nicholas A. Vieira**, Deck Delegate **Albert Austin**, Engine Delegate **John M. Ledford**, Steward Delegate **Lawrence E. Winfield**. Crew informed that bosun bought TV remote for crew. Outside TV antenna still not hooked up. Chairman read president's report from July LOG. He also talked about importance of safety when tying up ship. Secretary noted conventional oven not yet repaired. He thanked crew members for helping keep ship clean, especially in messhall. Educational director advised all hands to upgrade skills at Piney Point. Some disputed OT reported in deck and engine departments. Request made to find out why crew members cannot send or receive e-mail aboard ship. Burial at sea held July 12 for QMED **Daniel Ficca**, who died June 8. Officers and crew happy to be of help to Ficca family. Next port: Norfolk, Va.

OVERSEAS JUNEAU (OSG Shipping), August 15—Secretary **Thomas Wybo**, Educational Director **James Soto**, Deck Delegate **Roberto Flanta**, Engine Delegate **John Day**, Steward Delegate **Michel D. Hoefler**. Meeting called to elect new chairman since **Jay Dillon** got off sick in Singapore. Crew told of no confirmed load orders as of August 15 for arrival in Portland. Master will let crew know when he gets word. Crew members asked to turn in all linen, keys and uniforms and to clean rooms before signing off ship. Educational director stressed importance of attending upgrading courses at Piney Point training facility. Disputed OT reported in all three departments. Mail service needs checking into. Crew also would like to be able to communicate aboard ship by way of fax. Chief pumpman requested chill boxes for all unlicensed crew cabins. Steward gave vote of thanks to all for keeping messhall and house clean during grain operations and throughout voyage. Next port: Portland, Ore.

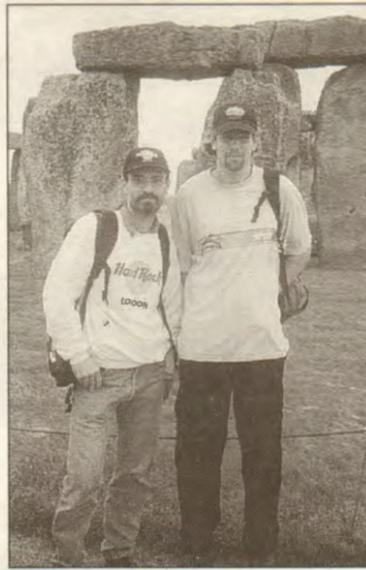
OVERSEAS NEW YORK (Alaska Tanker Co.), August 8—Chairman **Carlos Loureiro**, Secretary **Dana Zuls**, Educational Director **Craig Croft**, Deck Delegate **Carl Larson**, Engine Delegate **Phil Greenwell**, Steward Delegate **Abdullah Baabad**. Bosun announced no set company policy on coveralls and reported videos now located in officers' lounge. He noted captain ordered new couches for crew lounge and reminded crew to get official ship's stamp on application for extra day's pay for trip tours of duty. Secretary recommended upgrading skills at Piney Point and taking advantage of new fire fighting school there. No beefs or disputed OT reported. Vote of thanks given for great jobs done by steward department and chief pumpman. Steward recommended riding gang fully participate in all fire, boat and emergency drills. Next port: Ferndale, Wash.

SEA-LAND CHALLENGER (Sea-Land Service), August 1—Chairman **Richard L. Volkart**, Secretary **William E. Bragg**, Educational Director **Herman Manzer**, Deck Delegate **Frank Camuso**, Engine Delegate **Teddie H. Carter**, Steward Delegate **Henry O. Wright Jr.** Chairman announced new toaster received and installed in crew mess. Discussion held July 22 on announcement of Maersk acquisition of Sea-Land's international assets. Awaiting more information. Crew advised of relaxed assessment for STCW compliance as related in LOG arti-

cle. 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 up-to-date. No beefs or disputed OT reported. Suggestion made and forwarded to contracts department at headquarters to revamp Article V of stan-

Delegate **Dave Somers**, Steward Delegate **James Boss**. Chairman reported payoff scheduled upon arrival in Tacoma. He asked crew members to keep crew lounge and gear lockers clean. Educational director advised crew members to attend upgrading classes at Paul Hall Center and contribute to SPAD. Treasurer announced \$1,000 in ship's fund. No beefs or disputed OT reported. Ship's com-

Gazing on the Past



While the SS *Gopher State* was in the shipyard in Southampton, England last May, some of the vessel's crew members had an opportunity to visit Stonehenge. The world-famous monument—an amazing feat of engineering built 3,000-5,000 years ago—is located on the Salisbury Plain in southern England. From the left are OMU **John C. Steeber Jr.** and AB **Eden Latta**.

dard contract to better relate to a three-person steward department, which is now the norm. Request made to bring up at Wilmington monthly membership meeting issue of late standbys, requiring person being relieved to return to vessel to protect job. Inquiry needed as to lack of fans in cabins and common areas. Next ports: Oakland and Long Beach, Calif.; Honolulu.

SEA-LAND EXPEDITION (Sea-Land Service), August 1—Chairman **Norberto Prats**, Secretary **Edgar Vazquez**, Educational Director **Oswald N. Bermeo**, Engine Delegate **Pablo Albino**, Steward Delegate **Ossie D. Stratham**. Chairman announced everything running smoothly, including new washer and dryer. Secretary advised all crew members to take opportunity to upgrade at Paul Hall Center. Educational director echoed this advice and also noted importance of contributing to SPAD. Some disputed OT reported in deck department; none in engine or steward departments. Chairman read and posted letter from SIU VP Contracts **Augie Tellez** regarding purchase of Sea-Land by Maersk Lines. Crew expressed pleasure at reading about new cargo ships coming into the union as well as joining forces with NMU mariners. Vote of thanks given to steward department.

SEA-LAND SPIRIT (Sea-Land Service), August 8—Chairman **Howard Gibbs**, Secretary **Edgardo Ombac**. Captain announced payoff scheduled August 13. Educational director reminded everyone of upgrading classes in Piney Point. Treasurer announced \$205 in ship's fund and \$40 in crew's video fund. No beefs or disputed OT reported. All hands encouraged to work as a team and observe, maintain and enforce job jurisdiction in order to provide everyone with job security. Thanks given to steward department for great food and service. Next ports: San Juan, P.R. and Jacksonville, Fla.

SEA-LAND TACOMA (Sea-Land Service), August 2—Chairman **Joseph Artis**, Secretary **Lincoln E. Pinn Jr.**, Educational Director **Lorance D. Pence**, Deck

mittee reviewed president's report from latest LOG and requested clarification as to what they are supposed to do with it: acknowledge, discuss, debate, approve, disapprove. Crew thanked steward department for job well done.

USNS SODERMAN (Bay Ship), August 7—Chairman **Jeffrey Saxon**, Secretary **Ronald D. Jones**, Engine Delegate **Alan Nelson**, Steward Delegate **Thomas Johnson**. Chairman encouraged crew members to attend upgrading classes at training facility in Piney Point and keep all shipping documents up to date. He also reminded those wishing to return to vessel to go through hiring hall, not call company. Steward thanked crew for helping keep ship clean while carrying supercargo. He also thanked his department for outstanding job of feeding 65 people three times a day. Treasurer announced \$230 in ships fund. Some of money will go toward purchasing new videos; company also will supply videos. Some disputed OT reported in deck department; no beefs or disputed OT in engine and steward departments. Communications state pay raise effective as of August 1 and bonus checks should be received within three weeks. Request made for satellite dish for better reception aboard vessel. Clarification requested on wages for working more than 40 hours. Steward department given vote of thanks from crew. Next port: Newport News, Va.

LIBERTY SUN (Liberty Maritime), September 5—Chairman **Joseph Moore**, Secretary **Joseph Birke**, Educational Director **John Penrose**, Deck Delegate **Abraham M. Murray**, Steward Delegate **Julio Guity**. Chairman noted payoff in New Orleans September 11. He requested all hands have rooms clean and ready for next person before arriving in port. Educational director reminded crew of upgrading opportunities available at Paul Hall Center. Some disputed OT reported in engine and steward departments. Request made for TV antenna and VCR rewinder in crew's lounge and repair or replacement of ice machine in crew's mess. Steward department given vote of thanks for job well done.

Paul Hall Center Graduating Classes



Unlicensed Apprentice Water Survival Class 592 — Graduating from unlicensed apprentice water survival class 592 are (from left, kneeling) Reggie Donaldson, Erik Nappier, Tyler Laffitte Jr., Lyndon Ferreira, (second row) Joshua Walker, Dwayne Brock, Shannon Bonefont, Shannon Miranda, Keolamaulohawaiioloa Mowat and Europa Tuivaiti.



Oil Spill Prevention — With instructor Jim Shaffer (standing) are Penn Maritime boatmen who completed the oil spill prevention course recently. They are (in no particular order) Paul Bany, Ashby Furlough, Ken Graybill, David Wade and Skip Walsh.



Upgraders Water Survival — Marking completion of the upgraders water survival class on September 17 are (from left, front row) Peri Drew, Kathy Pritchard, Louella M. Sproul, Shelby J. Rankin, Jonathan A. Paul, (second row) Russell S. Williams, Jimmy Tan, Tim Fernandez, Gregory Pratt, Matt Bjerk, Stevia Babers, Anthony W. Lowman, (third row) Jonathan C. Morgan, Pernell Fulford, David L. McKnight, Joseph R. Weller, Ondongee L. Pegram, Gregory Hendryx, Bryon A. Baker, George Barbour, Timothy B. Barker and David S. Rood. Their instructor, Tom Gilliland, is at far left.



Crane Maintenance Electrician (CME) — Upgrading Seafarers who on September 24 successfully completed the CME course are (in alphabetical order) Robert Bouton, Peter Chodzko, Randy Clark, Cris Compton, Timothy Kosturko, Brian Lu, James McBride, Ryan Reedy, Edward Rynberg and Toney Smith. Their instructor was Eric Malzkuhn (standing center).



Chief Cook — Learning some of the finer points in cooking from chef/instructor John Dobson (right) is deep sea member Wilfred Lambey.

Upgrading your skills at the Paul Hall Center is the best way to improve your mind, your knowledge, your rating and your job security. Check the upcoming courses listed on page 23.



Government Vessels — With instructor Stan Beck (far right in each photo) are students who completed the government vessels course at various times in September. Included on the course roster are (in alphabetical order) Daniel Borden, Michael Bragdon, Daniel Bratta, Jonathan Buffington, Noel Camacho, Alvin Clark, Brett Clark, Roosevelt Clark, Todd Conley, Allen Davis, James Demouy, Rolly Espiritu, Carey Foster Jr., Jason Foster, Heather Frizzelle, Justin Germain, Geronimo Gonzales, David Gray, Hector Guity, Martin Josephson, Kristin Krause, John Levasseur, Manuel Oliveras, Senan Omar, James Porter Jr., Efren Redil, Wade Rudolph, Lisa Ruiz, Anderson Saco, Johanna Saul, Chad Schultz, John Shivers, Jevon Vontoure, Mark Wain, Dwight Ward and Mark Wertanen.



Paul Hall Center Graduating Classes



Advanced Fire Fighting — Receiving their advanced fire fighting endorsements on September 24 are (in alphabetical order) Clark Brittingham, Howard M. Bryant, George Burgos, Brett Clark, James L. Clark, Jose E. Clotter, Herbert Daniels, Rolly M. Espiritu, Michael S. Gomes, Ronald Gordon, Eugene T. Grantham, Hector Guity, Alfred J.

Herrmann, Tomothy J. Horger, Rodney Jimenez, Albert C. Johnson, Geroge J. Kebbis, Tomas A. Kennan Jr., Jerry D. Martinsen, Spencer Moxley Sr., Francisco Palacios, Scott Seuret, John A. Shivers, Richard H. Surrick, James E. Whalen III and Patrick Yarbrough Jr. Their instructor was John Smith.



Galley Operations — Finishing one of the required two-week modules in the galley operations curriculum with (from left) Chef Ed White (instructor) are Nasser Hasson, Cesar Marcias-Ortiz, Reynald Gabaylo, Ernest Polk, Arsenio Gusilator, Amulfo Lacayo and Willie Crear.



Certified Chief Cook — Upgrading steward department members Jerome Davis, Wayne Howard and John Palughi (third, fourth and fifth from left) pose in the steward lab with some of their instructors: Chef Romeo Lupinacci (left), Chef Shannon Twigg (second from left) and Chef John Hetmanski (right).



Certified Chief Cook — Working in the steward lab are (from left), Janusz Smolik, Willie Grant, Dan Bin Rashidi, Chef John Dobson (instructor), Dana Washington, Wayne Howard and Fernando Lopez. For their final dish, the students prepared grilled salisbury steak with hunter's sauce and duchess potatoes.



Galley Familiarization — Part of the unlicensed apprentice program includes learning one's way around the galley. From the left (kneeling) are members of class 593: Phillip Hartline, Steven Pollard, Michael Kachele, Derrin Juul, (second row) Chef Shannon Twigg (instructor), Steven Lamb Jr., Donald Davis Jr., Carlton Hendley, Brian Guiry, Ryan Smith and Richard Huffman.

FOWT — SIU and NMU members graduate from the FOWT course on September 17. Listed on the roster for the course are (in alphabetical order) Michael Baughman, Levy Calzado, Steven Campbell, Deronja Clark, Noel Corrales, Jennifer Cronin, Waseem Dhalai, Wayne Ellsworth, Wayne Evans, Roderick Frazier, Kenrick Graham, Kenji Hoffman, Latanya Jackson, Welton Johnson, Brian Kimbrough, Shane Landon, Maximo Loto Jr., Manuel Lulley, Benjamin Mathews, Mark McNabb, Eddie Miller, Miguel Medina, Sammy Montana, Deion Nguyen, Hamdanni Nurdin, Benign Padoan, Carmus Peet, Joseph Sam and William Taylor. Their instructor was Mark Jones.



Letters to the Editor

(Editor's note: the Seafarers LOG reserves the right to edit letters for grammar as well as space provisions without changing the writer's intent. The LOG welcomes letters from members, pensioners, their families and shipmates and will publish them on a timely basis.)

Enjoying the Deep Blue And the Grassy Green

Several years ago, you published an article in the LOG about me qualifying for a senior PGA tour event. Since then, I have been in about 13 events and have not fared too well.

I entered six this summer and did not qualify. In an event not far from where I live, which is a regular PGA stop, I got the bug to go for it. I went to the Monday morning qualifying and got the fourth spot, with a score of 68. In the first and second rounds, I finished dead last, with scores of 87 and 82.

So, in a field of the best players in the world, including most of the Ryder Cup teams, I was the worst of the best in the world that week.

I went home with no check—but with a wealth of experience. Now I'll go back to sea and try again next year.

AB James Wood
Upper Jay, N.Y.

(Editor's note: The article on Brother Wood ran in the January 1997 LOG.)

Keeping MarAd Up to Date



Deputy Maritime Administrator John Graykowski (left) made a stop at the Honolulu hall recently. The Maritime Administration, among other things, provides loan guarantees for American Hawaii Cruises to build new cruise ships. Graykowski was very interested in learning more about the SIU's proposal to crew the new vessels and how the union's recruiting activities will meet those goals. From the left are Graykowski, SIU Honolulu Port Agent Neil Dietz, and Clint Taylor of Sea-Land in Hawaii.

A Carnival It Wasn't

When I discussed the latest Carnival Cruise escapade with my good buddy, he simply shrugged his shoulders. He alludes to these revelations with a sort of one-line question/answer attitude: "Who didn't know that?"

One of Carnival's so-called "well maintained ships" was powerless at sea in the path of one of the century's most destructive hurricanes [Hurricane Floyd]. Hundreds of passengers complained that human waste was backing into the ship's living and

eating quarters, among other things. Not exactly a gala carnival atmosphere.

The upside is that the conditions were not conducive to sexual impropriety by crew members, as has been charged on other cruises.

When the vessel was finally towed to a safe harbor, a company spokesperson declared that all expenses would be taken care of and rain checks would be issued to anyone who cared to cruise with them at a later date. Really??

Anthony Notturmo
Villas, N.J.

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LOG-A-RHYTHMS

Derelict

by Harry T. Scholer

Like Noah's Ark it appears to me
Coming out of the early morning mist.
Three hundred cubits long, fifty cubits wide,
Thirty cubits high, pitching and rolling in ten-foot seas.

Ghostly white and faded gray
With patches of rust streaking down her side.
Deserted now, the crew long gone,
A cabin door swings forlornly in the wind.
Straining, resisting the final indignity
Of being towed to her demise.

The small tug huffing and puffing,
But making little headway in wind and sea.
Where did she come from? I know where she's bound

To the breakers, to be made into razor blades.
Silently we pass, her markings painted out
Giving no clue.

Her past a mystery, her future a certainty
Which the struggles only delay.
One more look and then farewell.

(Harry T. Scholer of Orlando, Fla. sailed as an AB with the SIU. He has since retired his book and now sails as second mate with the American Maritime Officers for Maritrans.)

She's D' Ship

by Joel Molinos

I love she, I love she not only
for what she are, or what she
have, but for what I am
when I am with she.

(Joel Molinos sails as chief cook aboard the ITB Grotton.)

John W. Brown

by Bill Parks

For I am a sailor who does love the sea
My ship is the Brown, she's an old Liberty

I work down below in the heat from the steam
Happy to serve as a part of her team

For here I'm a sailor when we make this ship go
When they ring from above and we start off our show
We don't have much speed and our wake is not much
But way down below she welcomes our touch

The sweat and the heat we grin and we bear
For this is our love and O how we care

This engine is old but so are we too
We give her our best, the best we can do

The oiler who squirts as he makes his own rounds
He listens and feels to those wonderful sounds

The fireman who stands as his fires make the steam
Proud of his part for this is his dream

The tender of water as it rises and falls
He knows from the bells how to answer their calls

She's now up to speed with excitement by all
The throttle's wide open, her pressure won't fall

The Captain above in the cool breezy air
Must feel in his heart for the love that's down there

From up at our bow and aft to our end
From the bridge up above, this message I'll send

To the Sailors who sailed and forever still roam
Watch over this ship, her crew . . . and our home.

[This poem was sent to the LOG by Ted Vargas (who also sent us this month's "Pic-from-the-Past" on page 16), an oiler aboard the Liberty ship John W. Brown. It was written by a fellow volunteer crewmate, Bill Parks, who works as a wiper. Parks soon will become an apprentice fireman and eventually get his MMD endorsement for FOWT. According to Vargas, "Parks is an older man, as are most of us on the Brown, who became fascinated with the old Liberty ship.]

SEAFARERS PAUL HALL CENTER 1999-2000 UPGRADING COURSE SCHEDULE

The following is the schedule for classes from November through the end of the year as well as the first three months of 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	January 24 February 21	February 18 March 17
Able Seaman - Inland	January 24	February 11
Lifeboatman	January 10 February 7	January 21 (<i>pre-AB</i>) Feb. 28 (<i>pre-AB</i>)
Radar	January 17 March 6	January 28 March 17
Automatic Radar Plotting Aids* (ARPA) (<i>*must have radar unlimited</i>)	January 10 January 31	January 14 February 4

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	January 10	February 18
QMED	January 24	April 14
Basic Electronics	January 10	January 28
Marine Electronics Technician I	January 31	February 18
Refrigeration Systems Maintenance	November 8, '99	December 17, '99
Welding	November 13, '99 January 10 February 14	December 3, '99 January 28 March 3

Steward Upgrading Courses

Course	Start Date
Galley Operations/ Advanced Galley Operations (<i>Every week</i>)	November 1, 8, 15, 22, 29 (1999) December 6, 13, 20, 27 (1999) January 3, 10, 17, 24, 31

Certified Chief Cook/ Chief Steward (<i>Every other week</i>)	November 1, 15, 29 (1999) December 13, 27 (1999) January 10, 24
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Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/ Assistant Cargo (DL)* (<i>*must have basic fire fighting</i>)	January 10 January 10 March 6	January 28 January 28 March 24
Basic Firefighting	November 22, '99 January 17 February 28	November 26, '99 January 21 March 3
Advanced Firefighting	November 8, '99 November 29, '99 January 10 February 14 March 6	November 19, '99 December 10, '99 January 21 February 25 March 17
Government Vessels	November 1, '99 November 8, '99 November 29, '99 January 31 February 28	November 19, '99 November 26, '99 December 17, '99 February 18 March 17
STCW Basic Safety (refresher)	November 8, '99 November 22, '99 November 29, '99 December 13, '99 February 7 March 6	November 12, '99 November 26, '99 December 3, '99 December 17, '99 February 11 March 10
Tankerman (PIC) Barge* (<i>*must have basic fire fighting</i>)	January 24 March 13	January 28 March 17
LNG Familiarization* (<i>*must have advanced fire fighting</i>)	February 28	March 3
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.

UPGRADING APPLICATION

Name _____
Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

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

11/99



Holiday Greetings

The December issue of the *LOG* will include holiday greetings to and from Seafarers and SIU members as well as their families and friends. See page 10 to send your message.

Hurricane Floyd Aftermath

Sea-Land Developer Rescues 6 Crowley Crew Handles Salvage Operation; Battered Humacao Survives Scary Episode

SIU members found out—the hard way, in some cases—that Hurricane Floyd carried as much danger at sea as it did on the Atlantic coast when it struck in mid-September.

The *Sea-Land Developer* rescued six people from a disabled sailboat off the coast of Cuba. The Crowley ocean-going tug *Sentinel* handled a salvage operation in Charleston, S.C. that initially had been bungled by a non-union crew. And the *Humacao* survived a frightening encounter with the storm off the coast of Jacksonville, Fla.

Developer Rescue

Captain Robert Lamb reports that on September 13, the *Sea-Land Developer* had just passed ahead of the hurricane and was sailing toward the eastern tip of Cuba, approximately 125 miles off its coast.

The vessel received a nearly inaudible distress call from a sailboat at 2100, but “we could see him, so I decided to stop and render assistance. The weather had improved since we had passed within 100 miles of the storm, but was still bad. Wind was from the southwest between 35 and 40 knots, and seas were still huge. We stopped the ship about a half-mile upwind and tried talking again.”

Lamb and other personnel on the *Sea-Land* vessel learned that the 50-foot wooden boat *God Save* had a broken sail and didn’t possess an auxiliary motor. The sailboat trades between Port au Prince, Haiti and Nassau, Bahamas and was carrying plan-tains.

The sailboat’s captain requested a tow. “I told him that we are not in that business,” notes Lamb. “He then asked if

we could just do a distress relay for him. I agreed but didn’t want him sitting alongside the whole time, as I was afraid we’d pound his side to pieces. So I started backing down, but by the time he got up by our No. 4 hatch, they changed their minds and decided to abandon. I think the crew probably threatened

“We had 55-gallon drums that were squished into the size of basketballs.”

— Recertified Bosun David Murray, describing hurricane’s impact on SIU-crewed *Humacao*

mutiny!

“Anyway, we got the ship moving ahead again and retrieved all six crew members from the sailboat with no problems. All disembarked in Panama two days later and were repatriated to Haiti from there. The total delay from this diversion was two hours.”

Sentinel Salvage

Captain Eddie Williams and the crew of the Crowley tug *Sentinel* on September 23 safely retrieved a fully loaded, 732-foot barge approximately 90 miles off the coast of Charleston, S.C.

A non-union company initially had been hired for the salvage operation. “They fouled all the gear when they towed it,” observes Williams, who began



Crew members on the *Sea-Land Developer* pose with Haitians whom they rescued from a disabled sailboat in rough weather. Pictured from left to right are (kneeling) DEU Tomas Robinson, AB Ronald Huyett, Bosun Paul Sbriglio, (standing) AB Cleofe Castro, Chief Mate John Kerwin, Engine Cadet Carlos Vallarino, survivors Lucia Pierre and Flaubert Mesidor, AB Charles Gordon, survivors Alcede Charles, Gerard Noel and Jozius Inniace, Captain Robert Lamb and survivor Donai Jacques.

sailing in 1977. “They got lines in the wheel.”

Enter the *Sentinel*, which arrived in 12-foot seas. “There was a 2,400-hp tug (which had replaced the original would-be salvage crew) there about to sink,” recalls Williams. “That little boat couldn’t handle it. He had to [release the barge], and when he did, my crew rigged up a retrieval hook and brought it in.

“It was pretty cut and dry.” The barge was carrying containers bound for Puerto Rico.

Assisting Williams on the 136-foot Crowley boat were Chief Mate **Richard Workman**, Second Mate **Dave Massey**, ABs **John Holland** and **Les O’Hair** and Chief Engineer **Phil Robinson**.

Humacao Battered

Recertified Bosun **David Murray** credits Seafarers from the containership *Humacao* with remaining composed despite potentially catastrophic circumstances.

On September 15 and 16, the ship endured Floyd’s full brunt, approximately 150 miles from Jacksonville. Miraculously, there were no serious injuries, and the vessel survived despite 60-foot seas, 100-mph winds, 45-degree rolls and a shipboard fire.

“I’m sure everybody was scared, but the unlicensed crew handled it great. None of them complained, and all of them did a top-notch job,” states Murray. “We’re pretty lucky we survived.” Navieras NPR, which oper-



SIU halls were closed for about 24 hours in Ft. Lauderdale (above) and Jacksonville, Fla. and in Norfolk, Va. due to the hurricane. None sustained major damage, although flooding occurred at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

ates the *Humacao*, sent plaques to all the crew members, citing their “gallant, heroic efforts” in surviving the hurricane.

Murray says the *Humacao* left Jacksonville “and ran smack into (the storm). There was nothing we could do but hold on. We traveled about 30 miles in 36 hours.”

Dozens of containers were lost, drums of hydraulic oil were crushed, and a fire on the stern was ignited when a valve broke. Despite being hampered by displaced containers blocking parts of the deck, crew members quickly extinguished the fire.

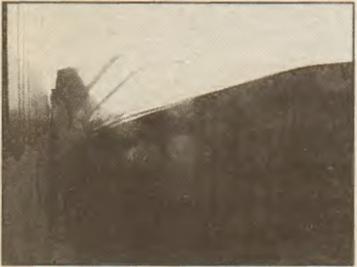
Finally, the worst of the storm passed, and the *Humacao* proceeded to San Juan, P.R., where it underwent repairs for three days.

“There was a lot of damage, and they’re still having some minor repairs done from time to time,” notes Murray.

“Everything was chained down, but it broke loose in the storm. We had 55-gallon drums that were squished into the size of basketballs.”

SIU members who were aboard the *Humacao* included Murray, ABs **Thomas Grosskurth**, **Terry McKee**, **Kevin Gatling**, **George Perry** and **Thomas Russell**, Deck Engineer **Bruce Harber**, Chief Electrician **William Payne**, OMUs **Kenneth Biddle**, **David Ballard** and **Joseph Arch**, Engine Utility **Anthony Rosa**, DEU **Willie Smith**, Chief Steward **Raymond Jones**, Chief Cook **Pedro Rodriguez**, and Utility Messmen **Samuel Sotomayor** and **Catalino Diaz**.

Damage estimates for the hurricane in the U.S. have topped \$1.5 billion and may increase. Floyd caused dozens of fatalities while prompting the largest evacuation in America’s history.



These four photos, provided by Recertified Bosun David Murray, show the SIU-crewed *Humacao* during and after the hurricane. Amazingly, no one aboard the ship was seriously injured, even though the vessel was exposed to Floyd’s full force.