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Volume 59

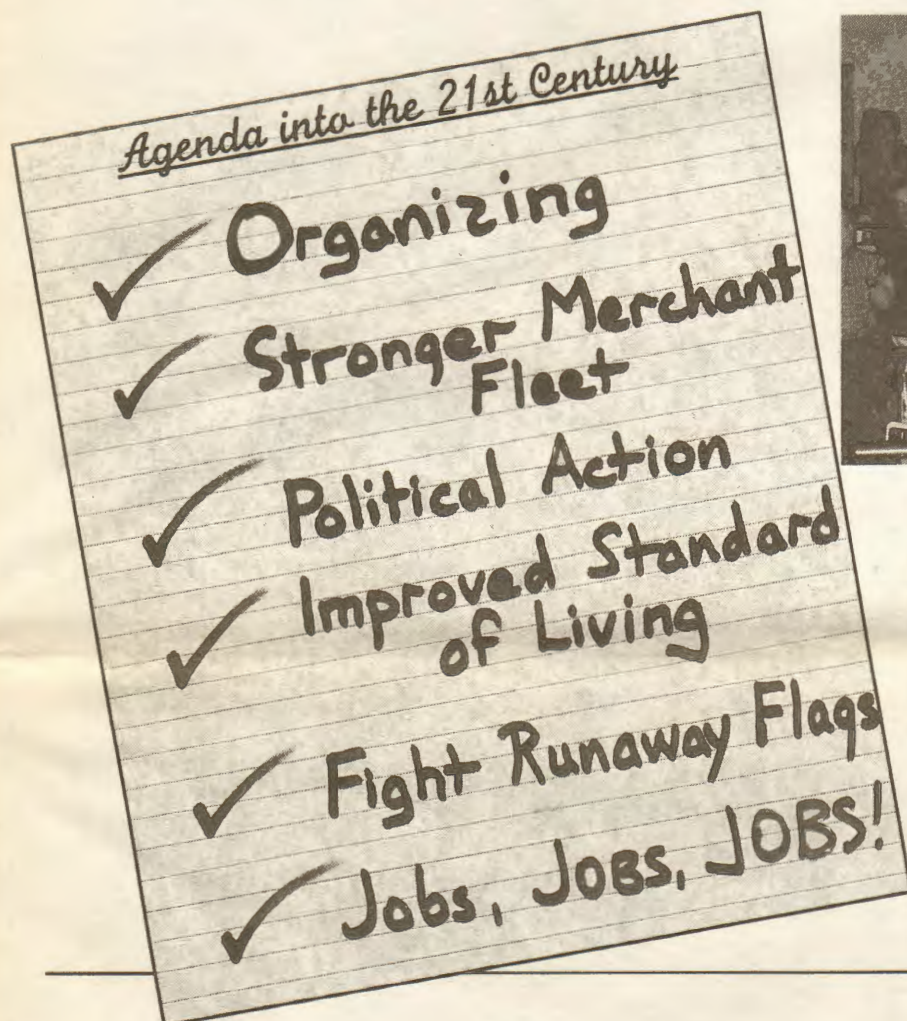
Number 9

September 1997

Seafarers Log

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

SIUNA Convention Details Call to Action



Delegates demonstrate their support for the agenda set forth during the 23rd convention of the Seafarers International Union of North America, which took place last month at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. More than 300 people representing the 17 affiliated organizations participated in the two-day gathering. Convention coverage starts on page 3 and continues on pages 5, 6 and 11-14.

Seafarers March in Solidarity Teamsters Win More Full-Time Jobs at UPS After 16-Day Strike



When members of the International Brotherhood of Teamsters went on strike last month against UPS, Seafarers around the country turned out in a show of solidarity for their fellow trade unionists. Pictured above are SIU members Angel Rivera, Steve Ondreako and Michael Gomes along with striking Teamsters in Houston. Page 2.



More Jobs On the Way Watson Christened; 2nd of 8 RO/ROs To Be Crewed by SIU

The christening of the *USNS Watson* in San Diego represents new jobs for SIU members, who will crew the roll-on/roll-off prepositioning ship for the U.S. Military Sealift Command. The *Watson* is part of the eight-ship package awarded July 31 to SIU-contracted Maersk Line Limited of Norfolk, Va. Crewing of the vessel is expected to begin early next year. Page 3.

Jones Act Resolution Gains Support of Majority in House

Page 4

President's Report

Making It Happen

Michael Sacco delivered this speech August 12, 1997 accepting his re-election as president of the Seafarers International Union of North America at the conclusion of the SIUNA Convention.



Michael Sacco

First of all, I want to thank you very much for the confidence that you have shown in me by re-electing me as your president for the next five years.

But, you know, the last 10 years was a time of triumph and tears for our union. We scored some spectacular victories, yet felt the disappointment of temporary setbacks. We forged new and important alliances, but we lost

many—too many—of our friends and brothers to untimely death.

We experienced a radical change in our history. As we entered the '80s, we were manning C-3s, C-4s, jumboized T-2 tankers and a few baby supertankers. Today, SIU members are crewing LASH vessels, roll-on/roll-offs, LNGs, sophisticated chemical carriers, integrated tug and barge units, high technology hoppers and dredges, and thousand-foot superbulkers and self-unloaders on the Great Lakes,

A Time of Progress

Indeed, there has been progress for us—great progress.

But, let's never forget one very important thing. This progress didn't come easy.

SIU members are manning most of this equipment today because we worked for them, we planned for them and, ultimately, made it happen. The front doors of our union halls would have rusted solid if we had sat around waiting for someone to knock on our door to give us one job—let alone an impressive fleet.

You know the old saying "All comes to he who waits" has never, nor ever will apply to us! Complacency must never enter our daily lives! The word "satisfy" must never creep its way into the pages of our dictionary!

Pride in Maritime Security Act

In retrospect, one of the most crucial events of the past decade has been the Maritime Security Act. We can all take a great deal of pride in the fact that the SIU spearheaded this bill through the Congress.

The Maritime Security Act gave us hope—new hope—and a chance to survive. And we can also be proud that SIU members sail on most of these vessels.

Again, this just didn't happen to us! We made it happen! We geared up the Seafarers Harry Lundeberg School of Seamanship by instituting the programs needed to enable Seafarers to acquire the ever-changing skills for the new ships. We also made it happen by constantly looking toward the future to capitalize on promising concepts even before they actually came into being.

For sure, the past decade was a time of great challenge to our union and the entire maritime industry. We met this challenge with intelligence and enthusiasm. As a result, we prospered where others barely survived.

Plan for the Future

The important thing to do now is to plan for the coming decade. It will bring challenges and problems and crises—some similar, some very different from the past decade.

We must meet each of these challenges as it comes and never, never back down or sidestep a tough issue!

However, we should never forget where we came from and what it took in the way of blood, sweat and tears to get where we are today. And we should never forget the people who worked so hard in the years past to ensure that our union remains strong and on a steady course.

Our job is cut out for us. The next decade will not be an easy one. But it is one that holds tremendous opportunities if we're strong enough and determined enough to take advantage of them.

And, by God, I think we are!

Volume 59, Number 9

September 1997

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

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

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During UPS Strike, Teamsters Shine Spotlight on Use of Part-Time Workers

Public Support of Strikers Helps Gain More Full-Time Jobs

Seafarers joined other trade unionists last month across the country in showing their support for Teamsters striking against United Parcel Service (UPS).

The 16-day strike ended August 20 with a tentative five-year contract, which is being considered and voted on by the rank-and-file Teamsters through the middle of this month. The agreement includes the creation of 10,000 new full-time jobs by combining existing reduced-wage, reduced-benefits positions.

The job action, which started August 4, called the nation's attention to the growing trend of using part-time workers instead of hiring full-time employees. An increasing number of employers have been using part-time and temporary workers instead of full-timers. By doing this, the companies lower wages and either eliminate or reduce benefits to their employees. They have rationalized such tactics as a way to increase profits.

The Teamsters pointed out that UPS had been increasing the number of part-time workers on its payroll. At the time of the strike, nearly 60 percent of the UPS workforce of 190,000 Teamsters were considered part-time workers. Some of these "part-timers" were employed more than 40 hours a week, yet were not receiving the pay and benefits of full-time employees.

The company had been holding out the promise of offering full-time work, but continued to bring on more part-timers. All of this was taking place as the company posted record profits.

In the early days of the strike, AFL-CIO President John Sweeney



Congratulating Teamsters on gaining a new five-year contract which will increase full-time jobs at UPS are (from left) SIU Honolulu Patrolman Jim Storm and galley gang members Rodolfo Ramos, Robert Galanto and Noel Bocaya.



Marching in support of Teamsters at a Philadelphia UPS package site are Seafarers (from left) Bill McKorkle, Ed Kelly with his sons Ed Jr. and Cameron, Bill Kelly, Ed Brown and William Mulholland.

pledged that the national federation of trade unions would provide loans to fund the Teamsters' strike fund in the event of a long job action.

"Because this fight is our fight, we are making this strike our strike," Sweeney stated during an August 12 press conference. "This struggle is over the basic issues faced by every worker in our economy."

As Seafarers and other union members marched with Teamsters in front of UPS sites around the

country, popular support for the strikers grew. National polls revealed a majority of Americans agreed with the issues presented by the Teamsters.

Despite stating UPS would not deviate from its final offer presented days before the strike was called, the company's negotiators—meeting with Labor Secretary Alexis Herman, Federal Mediation and Conciliation Service Director John Calhoun Wells and their staffs—came back to the table to iron out the contract.

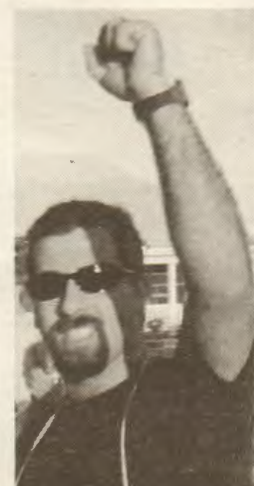
SIU President Michael Sacco congratulated Teamsters President Ron Carey at the conclusion of the strike. "The labor movement got a real shot in the arm as a result of your determined stand. During the days the UPS Teamsters were on the picket lines, you demonstrated how American businesses take advantage of workers by converting full-time jobs to part-time with lower salaries and reduced benefits, while at the same time increasing their own profits."

Besides the increase in full-time workers, UPS agreed to stay within the Teamsters' multi-employer pension fund.

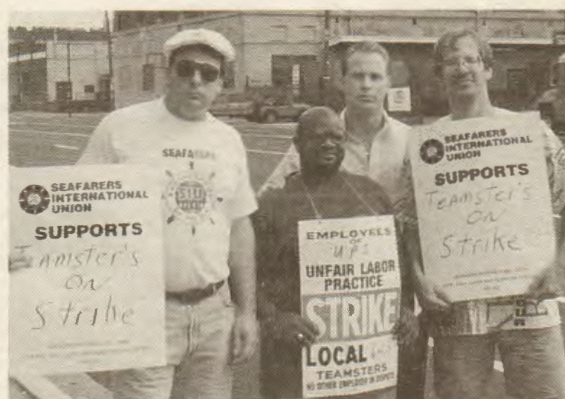
Teamsters at UPS also gained an increase in wages over the life of the pact and new limits on the use of subcontractors.



More than 400 trade unionists and other supporters, including QMED Mark Francois (left) and New Bedford Port Agent Henri Francois, march to the Dartmouth, Mass. UPS warehouse during the Teamsters strike.



Displaying his support for UPS Teamsters is AB Steve Estrela from New Bedford, Mass.



Seafarers from around the country showed their solidarity with UPS Teamsters. In Philadelphia, SIU members Scott Smith (left) and Mike Vanderwoude (right) march with Patrolman Joe Mieluchowski (back) and a Teamster.



In Jacksonville, Fla., QMED Sindy Davis, OS Florencio Bermudez, AB Thomas Higgins and SREC Gregory Melvin demonstrate their backing for striking Teamsters.

SIUNA: 'Full Ahead'

Convention Delegates Map Plans for 21st Century

Delegates representing the 17 affiliated organizations of the Seafarers International Union of North America, during the SIUNA's 23rd convention, called for actions to revitalize the U.S.- and Canadian-flag merchant marine, improve the living standard of America's

working families, maintain an effective political presence at the local, state and federal levels, organize new members, and support the work of the International Transport Workers Federation (ITF) in its fight against runaway-flag shipping.

More than 300 delegates and guests met August 11-12 for the quinquennial convention, conducted at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. under the theme "Full Ahead for the 21st Century." They heard from members of Congress and the administration, who pledged their support for such key items as the Jones Act and the Maritime Security Program (MSP). They also were addressed by AFL-CIO President John Sweeney, who outlined the national labor federation's strategy for helping affiliated unions (including the SIUNA) organize

new members.

In addition, SIUNA affiliates reported on their recent activities, and delegates re-elected by acclamation President Michael Sacco and Secretary-Treasurer John Fay. Seventeen vice presidents also were chosen by the convention.

Sacco identified one of the convention's key themes—political action—when he recounted the four-year battle to enact the MSP.

Additional convention coverage on pages 5, 6, 11-14

"There is no way to overstate the importance of political action in the SIUNA," he declared. "It is as vital to our existence as bread and water. Just look at some of the events that have happened since our last convention.

"As you all know, our biggest legislative victory during that period took place last fall, when President Clinton signed the Maritime Security Program into law. Nothing less than the survival of the U.S.-flag liner fleet was at stake," he continued. "In fact, we have a banner hanging in this auditorium, to remind us of how important the Maritime Security Program is—and how hard we worked to get it."

Preserve Jones Act

Sacco also reminded delegates that they must continue waging the political fight to preserve the Jones Act with the same energy and determination they applied toward the MSP battle.

"The Jones Act represents jobs for our membership," he said. "It is a law which protects the economic security and national security of the United States. It pro-



SIUNA President Michael Sacco (right) welcomes AFL-CIO President John Sweeney, one of the featured speakers at the union's convention last month in Piney Point, Md. The labor federation president told delegates that organizing new members is the key for the resurgence of America's working families.

vides the U.S. economy with literally billions of dollars each year, and more than 100,000 U.S. citizens have jobs directly related to the Jones Act. Yet the Jones Act is under attack—mostly by foreign bulk agriculture-business interests who want to put our companies out of business and our members out of work.

"This is one battle we can't afford to lose, and we have no intention of losing," Sacco emphasized. "So far we've done a good job of getting our point across and rallying support. But we cannot let our guard down, even for one minute."

Organize

Both Sacco and Sweeney stressed the vital need to organize new members. (See article on page 5.)

"Common sense tells us that if we don't organize, we won't be around," Sacco said. "Common sense also should tell us that when it comes to organizing, we have to be aggressive. It's not easy, but it is essential."

He pointed out that unions currently represent about 13.5 percent of the work force in the U.S. Projections from the AFL-CIO show that 300,000 new members must be organized each year in order to remain at 13.5 percent.

For an increase of just 1 percent, 1.3 million people must be organized each year.

"Now here's another figure that we should consider," he continued. "Did you know that in the United States, union members

earn an average of \$153 per week more than non-union workers? That equals an \$8,000 dollar a year raise simply by being a union member, brothers and sisters.... There is a legitimate opportunity to organize right now. More and more people are becoming aware of the benefits of union representation."

In other news from the convention, delegates approved resolutions calling for U.S. adoption of an international treaty that would place the American shipbuilding industry on a level playing field with foreign competition; promotion of the U.S.-flag passenger fleet; enactment of a National Marine Policy that will revitalize the Canadian-flag merchant fleet; continued backing of the ITF's campaign against runaway-flag shipping; rejection of any trade policies that fail to sufficiently address workers' rights and environmental protection; and extension of the cutoff date for veterans' benefits for World War II merchant mariners, among other resolutions.

Additionally, the following officers were elected by acclamation: President Sacco; Secretary-Treasurer Fay; Vice Presidents George Beltz, Jack Caffey, Marcos Cordero, Dean Corgey, Henry Disley, Steve Edney, Charles Gover, Roman Gralewicz, David Heindel, Theresa Hoinsky, Gunnar Lundeberg, George McCartney, Roy Mercer, Edward Pulver, Augustin Tellez, Richard Vezina and Tom Walsh.

Seafarers Will Crew New RO/RO USNS Watson Christened in San Diego

When the *USNS Watson* recently slid into San Diego Bay for its christening, it marked new jobs on the horizon for Seafarers.

The 950-foot roll-on/roll-off (RO/RO) prepositioning ship will be crewed by SIU members when it gets under way in 1998. It is one of eight such vessels being constructed for the U.S. Military Sealift Command (MSC); the *USNS Bob Hope* was christened earlier this year, while the other six have various delivery dates between 1998 and 2000.

All eight vessels (four *Watson* class and four *Bob Hope* class) will be crewed by SIU members, the union announced on July 31. They will be operated for MSC by Maersk Line Limited of Norfolk, Va.

This represents hundreds of

new jobs for Seafarers.

Built at National Steel and Shipbuilding Company (NASSCO) shipyard in San Diego, the *Watson* will carry U.S. Army vehicles, supplies and other equipment. Its primary cargo will be transport items such as tanks, helicopters, armored personnel carriers, tractor-trailers and high-mobility military vehicles, known as HMMVs.

It also may be used to provide stores for surge sealift support of remote military actions.

Named after U.S. Army Private George Watson, a posthumous recipient of the Medal of Honor for heroic actions off the coast of New Guinea in 1943, the ship will be strategically prepositioned near potential areas of conflict. As with other ships in

MSC's Afloat Prepositioning Force, it will be fully loaded and ready to sail at a moment's notice.

Both the *Watson* and the *Bob Hope* are part of a multi-ship package intended to satisfy the nation's need for increased sealift capability as identified after the Persian Gulf War. Five converted RO/ROs operated by Bay Ship Management also are included—the SIU-crewed *USNS Shughart*, *USNS Gilliland*, *USNS Yano*, *USNS Soderman* and *USNS Gordon*.

Thousands of NASSCO employees and military personnel attended the *Watson*'s christening on July 26, the shipyard announced. Army Secretary Togo D. West Jr. was the featured speaker.



Kim Lee/National Steel and Shipbuilding Co.

The *USNS Watson*, christened July 26, is one of eight prepositioning ships being constructed for the U.S. Military Sealift Command.

Fire Damages SIU-Crewed Manulani Training Prepared Galley Gang to Tackle Shipboard Blaze

Thanks to firefighting training they had received while upgrading at the Seafarers Harry Lundeberg School of Seamanship as well as from weekly shipboard fire drills, four SIU steward department members aboard the Matson Navigation containership *Manulani* were stretching fire hoses on the deck even before alarms sounded on the morning of August 30.

More than a hundred shoreside firefighters were called to the vessel, which was offloading in the port of Seattle, to battle the blaze. According to Matson, the fire was contained to one cargo hold. No injuries were reported. The cause of the accident was being investigated as the *Seafarers LOG* went to press.

Just after 9 a.m. on August 30, Chief Steward Patrick Briggs was in his office doing paperwork after the vessel had taken on stores. Chief Cook Willie Rose and Third Cook Jaime Racpan had finished putting the stores away when they began to smell smoke. (The SIU represents steward department members on Matson ships.)

According to both Briggs and Rose, the chief mate already was donning protective gear to find the source of the smoke. Racpan grabbed a fire extinguisher and handed it to the mate as he was preparing to go into the hold.

Then the galley gang members started laying out hoses without waiting for an alarm. The vessel had docked the night before and a skeleton crew was

aboard the ship.

"The chief mate climbed out of the hold, shouting for us to ring the alarm," Rose told a reporter for the *LOG*. "We did it and he saw we already had the hoses out and connected."

In a separate conversation, Briggs confirmed that the galley gang was prepared to help fight the fire when the chief mate ordered the alarm to be sounded. "That was part of our training at the school and on the ship. We knew what we had to do," noted the chief steward.

Both steward department members stated the crew of the *Manulani* conducted thorough fire drills weekly, so all crewmembers on board knew what to do when the bells sounded.

As the galley gang (which now included SA Ruben Fiel) and other crewmembers stood by to tackle the fire, the shoreside fire marshal came aboard and took command of the situation. He sounded the alarm for firefighters on the docks to report to the ship. At the same time, he relieved the crewmembers of their duties and ordered them off the ship.

While the shore-based fire crews fought the fire, Briggs and Rose reported hearing explosions taking place in the hold. According to the *Seattle Times*, the blaze was contained within two hours.

The vessel will undergo repairs once the investigation is completed. No time has been set for when the 27-year-old ship will return to service.

House Majority Announces Jones Act Support

Any legislative action designed to alter or eliminate the nation's freight cabotage law during this session of Congress will face a major impediment in the House of Representatives as a majority of its members have signed their names as cosponsors

Excerpts from HCR 65 Supporting the Jones Act

A majority of the members of the House of Representatives have signed on to co-sponsor House Concurrent Resolution 65 (HCR 65). This resolution calls on Congress to preserve the Jones Act, the nation's freight cabotage law. It has been sent to the House National Security Committee for consideration.

The following are excerpts from HCR 65.

The Jones Act and related statutes are necessary to prevent America's domestic economy from being dominated and controlled by foreign shipping interests which today operate in international commerce outside the scope of United States government laws and regulations, including tax obligations, that apply to all types of United States-flag vessels and their crews, to the entire domestic transportation infrastructure, and to all other industries located in the United States;

The Jones Act and related statutes, along with comparable requirements applicable to America's aviation, rail and trucking industries, play a vital role in ensuring that America's shippers and consumers continue to have a reliable, efficient and competitively balanced domestic transportation system that uses equipment built to American standards and operated by trained American-citizen workers;

The Jones Act and related statutes and the construction and operation of the privately owned United States-flag domestic fleet contribute significantly to the national economy, generating approximately \$300 million annually in corporate tax revenues for the federal treasury, and another \$55 million in state tax revenues, all of which would be lost if foreign vessels and foreign crews are allowed to enter America's domestic trades;

Americans working aboard United States-flag domestic vessels and in related domestic industries pay \$1.1 billion annually in federal income taxes and another \$272 million in state income taxes, revenue which will be lost if foreign vessels and foreign crews are allowed to enter America's domestic trades;

The domestic maritime industry provides a significant source of employment to maintain a cadre of well-trained, loyal American-citizen merchant mariners ready and able to respond, as always, to our nation's call in time of war or other emergency.

Narragansett Plucks Four From Waters Near Singapore

Early in the morning of August 12, the wind was calm and the seas were flat in the Pacific southeast. Things did not remain quite so placid aboard the SIU Government Services Division-crewed *USNS Narragansett* after AB Rashid Rashid spotted a man standing knee-deep in water, slowly waving his arms over his head.

The Military Sealift Command crew of civilian mariners and military personnel quickly swung into action. Captain Pat Huetter, the *Narragansett's* master, maneuvered the 226-foot-long fleet ocean-going tug into position alongside half-submerged plywood rafts while his crew stood ready to assist. The slowly drifting plywood was all that remained of a Sumatran fishing boat, the *Nahoda*. Four men were clinging to the makeshift rafts, and all were too exhausted to climb the tug's ladder to safety. The crew lifted the survivors aboard, and within a half-hour, the rescue operation was completed.

Using an Indonesian language book to interpret, the *Narragansett's* crew learned the men were all fishermen from the island of Sumatra. The men had sailed aboard the *Nahoda* from Labuhan Balik, Indonesia, on August 8. During the night, a ship hit their fishing boat, splitting it in two. They said a fifth man had been below deck sleeping, and was missing. The four treaded water for nearly three-and-a-half

days through busy traffic lanes before the *Narragansett's* crew pulled them to safety.

AB Julius Will and Petty Officer First Class Carl Morganstern treated the men for minor injuries, dehydration and malnutrition. Mattresses and blankets were brought on deck so the survivors could rest topside in the warm air. Chief Steward Rod De Jesus also made sure the men were well fed.

"After eating, the four survivors started sleeping and continued sleeping, almost constantly, for the remainder of their stay aboard our ship," said Huetter.

A search for the fifth man was unsuccessful, and the *Narragansett* proceeded to Singapore. Representatives from the Indonesian Embassy and the Singapore police took the men ashore for additional medical treatment and to return them to their homes.

Military Sealift Command ships are often involved in at-sea rescues since military and government missions often take MSC ships to low-traffic, out-of-the-way locations where rescue by commercial vessels is unlikely.

In addition to Rashid, Will and De Jesus, other Seafarers aboard the *Narragansett* at the time of the rescue included ABs John Kapsner and Wallace Norton and OSs Henri Starks and Cesar Gonzales. Also aboard were Engine Utility Michael Webster, Storekeeper Johnson Fletcher, Second Cook Romeo Mina and Utility Jose Vanta.

of a resolution in support of the Jones Act.

As legislators returned to Capitol Hill following the August recess, several more members of the House announced their support for House Concurrent Resolution 65 (HCR 65). Introduced earlier this year by Reps. Joseph Moakley (D-Mass.) and Gerald Solomon (R-N.Y.), the resolution points out the economic and national security aspects of the Jones Act, part of the 1920 Merchant Marine Act. HCR 65 has strong bipartisan support.

Because a majority of the House's 435 members have demonstrated their support of the freight cabotage law, efforts to undermine the Jones Act—like the Coastal Shipping Competition Act (H.R. 1991) or measures being considered in the Senate—

are not likely to reach the House floor during the 105th Congress which ends in 1998. While a resolution like HCR 65 does not carry the same weight as a law, it does deliver a formal statement or opinion of the legislators.

Also, Senate Majority Leader Trent Lott (R-Miss.) reaffirmed in April his support for the Jones Act. He then announced the Senate would undertake a resolution backing the law.

HCR 65 has the support of several committee chairmen in the House. They include Solomon, who heads the House Rules Committee; Benjamin Gilman (R-N.Y.), International Relations Committee; Bob Livingston (R-La.), Appropriations Committee; Bob Stump (R-Ariz.), Veterans Affairs Committee; Don Young (R-Alaska), Resources Committee; and Herbert Bateman (R-

Va.), Merchant Marine Oversight Panel.

Besides backing the resolution, legislators have been speaking out for the Jones Act.

In a recent letter to a constituent, Rep. John Duncan (R-Tenn.), an HCR 65 co-sponsor, said, "The Jones Act is a critically important component of our nation's economic and military security and should be fully and strongly supported."

Adding his support to the law during the summer was Rep. Jay Johnson (D-Wis.): "There is no doubt in my mind that requiring domestic trade cargo to be carried on U.S. ships means jobs for Americans and security for our American maritime industry. As a member of the Coast Guard and Maritime Transportation Subcommittee, I will give the Jones Act my full support and oppose any effort to weaken it."

SIU Seeks End of User Fee Case

The Seafarers International Union along with six other maritime unions and five individual mariners have entered into a proposed settlement with the U.S. Coast Guard to end litigation on the fees paid for merchant mariner's documents, licenses and certificates.

The settlement was offered last month to U.S. District Court Judge Louis Oberdorfer, who has presided over the case since it was filed in April 1993. Judge Oberdorfer has to decide if the terms of the settlement are satisfactory.

Under the terms agreed to by the SIU, the other plaintiffs and the Coast Guard, the Department of Transportation agency will be allowed to extend the time needed to recalculate its fees for the documents, licenses and certificates. Presently, the Coast Guard is working under an April 30, 1998 deadline set by the judge during a May 1997 hearing.

Additionally, the document states that if the lawsuit is settled, the plaintiffs would be invited by the Coast Guard to participate in the agency's discussions on the entire mariner documentation and licensing system.

The fees now charged by the Coast Guard were implemented on April 19, 1993. They range from \$35 for an entry-level mer-

chant mariner's document to \$250 for an upper-level license. The federal agency was given approval to charge for merchant mariner's documents, licenses and certificates by the 1990 Omnibus Budget Reconciliation Act. This law removed longstanding restrictions against charging mariners for documents and licenses.

On April 15, 1993, the SIU—along with the Sailors' Union of the Pacific, Marine Firemen's Union, District 4-National Maritime Union/MEBA, District No. 1-Marine Engineers' Beneficial Association, American Maritime Officers, International Organization of Masters, Mates & Pilots as well as five mariners—filed a suit charging that the fees were calculated in an arbitrary manner and that making mariners and boatmen pay such fees was unconstitutional.

Judge Oberdorfer held his first hearing on the suit in February 1994. Nine months later, he ruled that the Coast Guard did have the right to charge for mariner documents, licenses and certificates. But, he also ruled the agency should recalculate the fees. The judge additionally called on the agency to stop assessing a \$17 fee for FBI background checks. The Coast Guard immediately stopped collecting the amount for

the background checks while both plaintiffs and the agency appealed the case.

In an April 1995 decision, the U.S. Appeals Court for the District of Columbia ordered Judge Oberdorfer to review his decision on collecting a fee for the FBI background check. The Appeals Court also ruled that the Coast Guard had the right to charge for documents and licenses.

The Coast Guard released newly calculated fees in the *Federal Register* of October 31, 1996. Again, the SIU raised a number of questions concerning the agency's method of determining the fees.

During the May 1997 hearing, Judge Oberdorfer advised the Coast Guard that the procedure it employed to recalculate and continue assessing the fees was not adequate. He, thereupon, ordered the agency to complete an appropriate recalculation procedure by April 30, 1998. Last spring, the judge also ruled, using the reasoning process required by the Court of Appeals decision, that the \$17 fee for FBI background checks could be charged after receiving additional testimony from the Coast Guard as well as the plaintiffs. Thus, mariners can expect to be charged by the agency \$17 for the FBI check when applying for documents and licenses.

Hall Center Revamps Sealift Course

As part of its ongoing goal of providing the best possible training for Seafarers while staying a step ahead of the industry's needs, the Paul Hall Center for Maritime Training and Education last month began offering an updated sealift maintenance and operations course. The revamped, three-week class is titled "government vessels" and is open to Seafarers sailing in any department.

"This course will enable the SIU to continue supplying fully qualified manpower for our military contracted companies and for MSC (the U.S. Military Sealift Command) itself," stated SIU Vice President Contracts Augie Tellez.

J.C. Wiegman, assistant director of vocational education at the center's Lundberg School of Seamanship in Piney Point, Md., noted that the government vessels course is structured as three one-week, stand-alone modules. "In other words, they may be taken in any order. This means that if a member is attending another upgrading class at the school, he or she may take the government vessels course right before or after that other class is completed," explained Wiegman.

In fact, the SIU soon will mandate that all upgraders take the government vessels course. An exact date for this requirement has not been determined, but it is expected to be identified in the near future. (There will be a "grandfather" provision exempting members who successfully completed the old sealift course during the past five years and those who have taken the new class.)

Included in the first week are an introduction to the U.S. Military Sealift Command (MSC) and military vessels, damage control (aboard the training vessel *Empress II*) and hazardous materials training.

The second week features forklift operations, underway replenishment and vertical replenishment.

Cargo-handling and crane operations are included in the third week, with students utilizing the school's Hagglund crane.

Because the class will be required for all upgraders, the SIU strongly encourages Seafarers to take the government vessels course as soon as possible. (The grandfather provision will apply.) For more information, contact the school's admissions office at (301) 994-0010, extension 5202.

Forbes Pledges Support For U.S.-Flag Fleet, Labor

Congressman Emphasizes Bipartisan Backing of Workers

Describing the Jones Act as vital to America, and the Maritime Security Program as "an example of federal moneys spent wisely," Rep. Michael P. Forbes (R-N.Y.) told delegates to the 23rd SIUNA convention that he fully supports a strong U.S.-flag merchant marine.

Speaking at the Paul Hall Center for Maritime Training and Education on August 12, Forbes also emphasized that American workers "have good friends in Congress on both sides of the aisle. Make them work for you."

**SIUNA
CONVENTION**

**FULL
AHEAD
FOR THE
21st
CENTURY**

Forbes has represented New York's 1st District, which includes Long Island, since 1995.

He is a cosponsor of a House resolution calling for no changes in the Jones Act



U.S. Rep. Michael Forbes (R-N.Y.) asserts his support for the U.S.-flag merchant marine as SIUNA President Michael Sacco applauds.

that has been signed by more than 200 of his fellow representatives.

"Since every other major maritime nation has a law that prohibits foreign operations from transporting passengers and freight within their domestic waters, basic fairness requires that Congress support the Jones Act. I will work to see that it remains uncompromised," Forbes stated. "If not for these reasons, Congress must appreciate the fact that the

Jones Act preserves U.S. sovereignty and national security, by protecting the exclusive jurisdiction of U.S.-flag ships, and making sure there are trained merchant mariners to crew them."

He expressed similar support for the nation's other cabotage law, the Passenger Vessel Services Act, and asserted that the U.S. government should take steps to promote "the growth of the American-flag passenger ship fleet."

Maritime Union Officials Emphasize Unified Action

Officials of key maritime unions underscored the need for cooperation and political action to help ensure the continued strength of the U.S.-flag merchant marine.

During the SIUNA convention last month at the Paul Hall Center for Maritime Training and Education, delegates heard from Masters, Mates & Pilots President Timothy Brown, District No. 4-National Maritime Union/MEBA President Rene Lioeangie, American Maritime Officers President Michael McKay, Marine Engineers' Beneficial

Association (MEBA) President Alex Shandrowsky and AFL-CIO Maritime Trades Department Vice President William Zenga, who also serves as business agent for Local 25, Marine Division, of the International Union of Operating Engineers.

The speakers reflected on the lengthy battle to secure enactment of the Maritime Security Program (signed into law last year by President Clinton) and the need to preserve the Jones Act. Both laws highlight the weight of politics and the ability of U.S. maritime unions to effectively work together, the officials explained.

"Our No. 1 issue now is the Jones Act," said McKay. "There is a relentless effort to scrap it. If this law is weakened or eliminated, in my opinion, it will mean the end of the U.S.-flag merchant marine. Without this law and laws

like it, we don't have jobs."

Shandrowsky stated that the nation benefits from having a viable American-flag fleet. "This country needs a strong U.S. merchant marine, plain and simple. Not because [maritime unions] need jobs, we're not looking for a handout. The country needs a strong fleet because young people need careers, and because of our economic and national security," he observed.

Brown cited the enactment of the Maritime Security Program as an example of what it will take for the U.S.-flag fleet to persevere. "It was a long time coming. We all worked for it, but make no mistake, the coxswain of the crew that got the program enacted was (SIUNA President) Mike Sacco. I thank Mike on behalf of all seafarers, licensed and unlicensed, for giving us the spirit to continue the fight."

Zenga, who in recent years has been involved extensively in efforts to solidify a dredging program for the port of New York/New Jersey, said that legislative fights such as that one "are the lifeblood of organized labor. These wins don't come easy, but American workers are fighting back, and we're winning."



Michael McKay
AMO President



Rene Lioeangie
District No. 4-
NMU/MEBA President

"I know Mike Sacco joins me in saying, we'll fight for every job, whether it's on a ship, dredge, dock or in an office. Because when one of us bleeds, we all bleed," he added.

Lioeangie echoed the theme of cooperative efforts. "Years ago, it was almost impossible to envision our various organizations getting together for the good of all. But today, I'm fully convinced that our principal objective is the same: jobs and continued employment opportunities," he stated. "That is reason enough for unity on the waterfront."

Recalling the long battle to secure enactment of the Maritime Security Program (which authorizes money to help support the operation of about 50 militarily useful U.S.-flag ships), Forbes commended the SIU for its persistent political activity which helped advance the measure.

"It is the advocacy of people like SIU President Mike Sacco, (SIU Vice President Atlantic Coast) Jack Caffey and the SIU's legislative director, Terry Turner, that make a difference for the union," noted Forbes. "Specifically, the undying efforts of Mike Sacco, from early 1992 until October of 1996, have produced a well-deserved victory for Seafarers in the passage of the Maritime Security Act."

The congressman then described the 10-year program, budgeted at \$1 billion, as an "investment that supports American jobs and also provides for our national security. By keeping the U.S. flag on the high seas, this legislation ensures the readiness of our merchant ships and the crews that work them."

Forbes concluded his remarks by reminding the audience, "There are pro-labor Republicans, I assure you. And I am far from alone in this regard." He noted his opposition to the so-called TEAM Act (which would resurrect company-dominated, sham unions) and the comp-time bill (which would cut employees' overtime pay) as other examples of supporting worker issues.

AFL-CIO's Sweeney Dubs Organizing As Resurgence Key

The head of the nation's federation of trade unions, speaking last month at the SIUNA convention, described organizing new members on a nationwide scale as vital both for America's working families and for the resurgence of the labor movement.

"America needs a raise—not just in family incomes, but in hope for the future and respect for workers and the jobs they do. The solution is a bigger, stronger labor movement," said John Sweeney, president of the 13.5 million member AFL-CIO, to which the SIUNA is affiliated.

Elected to his post in 1995, Sweeney characterized the results of successful organizing campaigns as far greater than simple statistical increases of membership rolls. "Organizing is the way we win at the bargaining table and the ballot box. That's the way we control our city halls and state legislatures, our courts and the Congress. That's the way we protect the Jones Act and the Maritime Security Program—by organizing more members and then putting those members to work, fighting for their families and their future, fighting for our families and our future," he said August 11 in Piney Point, Md.

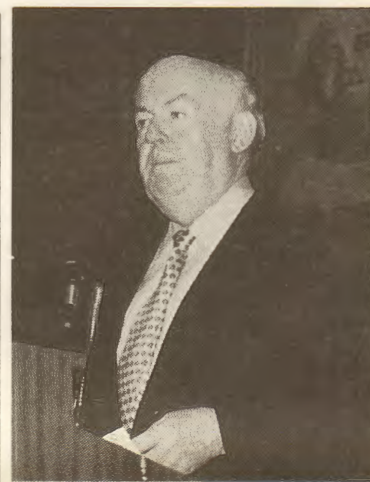
In addition to emphasizing the importance of organizing, Sweeney praised the active role taken by the SIUNA and its president, Michael Sacco.

"Over the past 23 months... I simply could not have made it without the complete support of Mike Sacco and the Seafarers. Every time we've found ourselves in a battle, you've been right there with us. I want this convention to know that Mike not only is a great leader of your union, but also of the Maritime Trades Department and the AFL-CIO." (Sacco serves as president of the Maritime Trades Department and is a vice president of the AFL-CIO.)

Top Priority

Although Sweeney also touched on some of the AFL-CIO's recent activities as well as upcoming legislative fights, most of his remarks focused on organizing.

He noted that the federation is "challenging every national and local union, every central labor council, every state fed and every building trades council to join us



AFL-CIO President John Sweeney tells convention delegates that organizing is the key to improving the living standards of America's working families.

in a national organizing campaign to rebuild our membership and rekindle our movement."

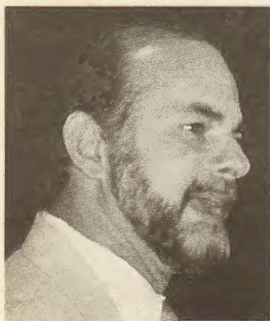
Additionally, he announced that the AFL-CIO organizing department is forming a team that will assist rank-and-file workers in organizing campaigns and first-contract campaigns. "Because the truth is that in this most advanced of industrial democracies, you lose all your rights when you try to join or form a union," he observed. "No freedom of assembly—if you assemble, you get fired. No freedom of speech—if you speak up or out, you get fired."

The key to overcoming such obstacles is "making the right to organize the civil rights issue of the last few years of this century, so that workers can regain the ability to join or form unions to improve their lives," stated the labor federation president. "We also must continue organizing despite the weakness of our laws and despite the criminality of our employers. We must respond to the challenge of organizing, no matter what barriers the employer puts up, no matter what rules they break."

Sweeney concluded his remarks, enthusiastically received by an audience which gave him several standing ovations, by pointing out that the national AFL-CIO "can only pave the way. We need our affiliates to roll out the heavy artillery and get the job done when it comes to organizing."



Timothy Brown
MM&P President



Alex Shandrowsky
MEBA President



William Zenga
MTD Vice President

FMCS Director Wells Advocates Union Contracts

Collective Bargaining Betters 'Quality of Life for All Americans'

John Calhoun Wells' job as the national director of the U.S. Federal Mediation and Conciliation Service (FMCS) requires that he possess a tremendously thorough understanding of the collective bargaining process.

SIUNA CONVENTION

FULL AHEAD FOR THE 21st CENTURY

Wells has that knowledge, but, as the son of two longtime union members, he sees far beyond the guidelines and legal aspects of signing a contract. A former union member himself, he knows from experience the security and fairness that a union contract provides for working families.

"This institute of collective bargaining has helped create a quality of life and standard of living in America that we enjoy today," Wells said August 11 at the SIUNA convention in Piney Point, Md. "I am doing all I can to promote and protect collective bargaining, most of all because it means a higher standard of living and quality of life for all Americans."

A longtime supporter of the SIU, Wells noted that the FMCS is an independent agency that provides dispute mediation. The service, with 73 offices nationwide, handled more than 5,200 cases last year, including involvement in the sale of the continental United States' only tuna-canning factory, whose workers are members of the SIU-affiliated United Industrial Workers. (Last month, Wells assisted in resolving the Teamsters strike against UPS.)

Such experiences only have strengthened his belief in the value of a contract. "My father was a Mine Worker for 15 years,

my mother a 27-year nurse covered by a collective bargaining agreement," he told the convention delegates. "My brothers are Carpenters, another is in the Writer's Guild. Collective bargaining has been good for me and my family."

"It has also been good for employers," he continued. "That's because a union workforce is the most productive, the safest, the best-trained. And today, it is increasingly important that labor and management come together to help each other survive and prosper."

Lauds Union's Activity

Also in his remarks, Wells praised the SIU for its political activity. "This union is always out front, doing what it takes to win. I see it as citizenship. You represent your interests at the ballot box, something all Americans should do," he stated.

The former Kentucky secretary of labor commended the work of SIUNA President



John Calhoun Wells (left) is greeted by SIU Executive VP John Fay (right) and SIU President Michael Sacco during the convention. Wells praised the SIU for its active role in politics that affects Seafarers' livelihoods.

Michael Sacco. "Under his leadership, this union is strong and progressive. You stand up for the rank-and-file members, but you also stand up for your employers and make sure they have business. That's smart because it equals

jobs for you.

"Mike Sacco has the respect of employers, of Congress, of the AFL-CIO and, perhaps most importantly, the respect of the rank-and-file. That respect makes your union strong."

SMU Delegates Urge Jones Act Preservation

Delegates to the Seafarers Maritime Union (SMU) convention said the union must remain active in the fight to preserve the Jones Act.

SMU delegates also elected their officers for the next five years and resolved to continue supporting fellow trade unionists by purchasing union-made, American-made goods and services.

The union is an affiliate of the SIUNA and represents merchant mariners on U.S.-flag ships.

Michael Sacco was reelected president, while David Heindel was elected secretary/treasurer. Carl Peth and Augustin Tellez were reelected SMU vice presidents. All four officials were elected by acclamation.

Maintaining the Jones Act was a prime topic of the convention, which took place August 12 at the Paul Hall Center for Maritime Training and Education. The cabotage law requires that all cargo moving between U.S. domestic ports be carried aboard U.S.-crewed, U.S.-flag, U.S.-built and U.S.-owned vessels.

"This is one battle we can't afford to lose, and we have no intention of losing," stated Sacco. "So far we've done a good job of getting our point across and rallying support. But we cannot let our guard down, even for one minute. That is why I urge all of you to maintain the fight to preserve the Jones Act."



Delegates and guests at the SMU convention begin the assembly by reciting the pledge of allegiance. Pictured in front row, from left, are delegates James Farley, Robinson Crusoe and Robert Pressley.

ITF's Dickinson: 'We Have to Keep Fighting'

Runaway-Flag Crews Live 'Real-Life Horror Stories'

The International Transport Workers Federation (ITF) during the past five years has made notable progress in its battle against runaway-flag shipping, but the fight is far from over.

ITF Assistant General Secretary Mark Dickinson delivered that important message August 11 at the SIUNA convention in Piney Point, Md.

Also known as flag-of-convenience (FOC) shipping, runaway-flag operations "allow the ship-owners to hide behind flags of countries with no mechanism to enforce international regulations. It is convenient to them and them alone," said Dickinson, who heads the ITF's campaign against runaway-flag shipping.

Comprising more than 470 transport-related unions, including the SIU and other SIUNA affiliates, in more than 120 nations, the London-based ITF features a maritime department. SIU Executive Vice President John Fay is chairman of the ITF's Seafarers Section, one of three segments of the maritime department.

Dismal FOC Ships

Dickinson told convention delegates that he knows firsthand about the perils of runaway-flag



Mark Dickinson, assistant general secretary of the ITF, explains the organization's campaign against runaway-flag shipping.

shipping. He first sailed in the British Merchant Navy in 1978, and his five-year sailing career included time on FOC vessels.

"It was particularly depressing. I left because my future was on FOC ships, because we didn't have a Maritime Security Program in the United Kingdom," he recalled.

"These are real-life horror stories, and there are hundreds of cases every day around the world," Dickinson continued. "The crews are hungry and cold, the ships are so rusty they shouldn't be in the water. And the ITF inspectors are the only thing between these crews and continued destitution. That's why we have to keep fighting, redouble our efforts."

Because of the seriousness and scope of the problem of runaway-flag ships, the ITF in recent years has stepped up its campaign. Since 1992, the organization has doubled its number of inspectors

to 100, based in 40 countries. They include Spiro Varras, Edd Morris and Don Thornton of the SIU.

Further, during the past three years the ITF has brought 2,500 foreign- and runaway-flag ships under contracts the organization deems acceptable. This means that a total of 4,500 vessels are covered by ITF-approved contracts.

"When labor took up this issue, we were ready to respond to a global issue by being global ourselves," Dickinson explained. "Globalization seems to mean one thing: Which labor force is the cheapest. This is what we have to fight, because the people asking that question don't care about our homes, our mortgages, our lives."

He also pointed out that press coverage of runaway-flag shipping—its inhumane aspects as well as the overall scheme—has grown in recent years. Last year's incisive series in the *Houston Chronicle* is one example of how such exposure "can help make life difficult for those who've already fled the U.S. flag and the flags of other legitimate maritime nations," Dickinson declared. "This type of publicity is why FOC has a negative connotation with anyone who knows anything about the system. Why? Because of the ITF campaign."

Dickinson ended his remarks by thanking the SIU "for your support and solidarity. The ITF is there and ready to assist you anytime. You only have to ask, and we'll be there."



SMU President Michael Sacco greets delegates Robert Pressley (left photo) and Robinson Crusoe.



Members of the SMU resolutions committee look over the proposal to remain active in the fight to preserve the Jones Act.

Stewards Stress Significance of Upgrading Skills

The value of a good education should never be underestimated, according to nine new graduates of the Lundeberg School's steward recertification program.

In remarks delivered during the August membership meeting in Piney Point, Md., each Seafarer noted the significance of attaining the highest level of education the union has to offer.

"Paul Hall not only understood the need for training and education, but planted the seed for the facility that we enjoy today," said **Antoinette Spangler**, a 1981 graduate of the Lundeberg School's trainee program.

Spangler summarized the importance of being a Seafarer and continuing to upgrade when she said, "I want to appeal to each and every one of my SIU brothers and sisters. If as individuals, we do not utilize our God-given abilities, hone our skills, strengthen our minds so that we can work smart, how can we go to sea and deliver a quality product?"

"This accomplishment I accept today is not my own. It belongs to the many mariners before me who slept in cramped quarters, did without the proper stores and worked long hours with little respect.

"It belongs to my crewmembers, union officials and the educators here in Piney Point who encouraged me to reach this level. It proves that hard work is well rewarded," concluded the steward from the port of New York.

Thorough Training

Spangler joined the other eight stewards in completing the five-week steward recertification program. The group received classroom and hands-on training not only in the galley but also in other areas such as first aid, communications principles and computer skills. In their graduation remarks, all of the stewards revealed details of their lives at sea and stressed the need for

continued education and the professionalism of SIU members aboard ship. They also thanked Chef Allan Sherwin, the director of culinary education at the Lundeberg School, for his guidance.

A Seafarer since 1987, **Michael Pooler** told the audience that completing the recertification program is "truly one of my biggest accomplishments in life. All of you out there need to keep going. You can do it," he said.

After presenting her classmates and each union official with a lei made from flowers grown in her hometown of Kealahou, Hawaii, 33-year-old **Francesca Rose** stated, "As a proud member of this union, there are many reasons for furthering your education and advancing your skills. But no reason is as important as the personal satisfaction that comes from knowing the job you do has been done right.

"Take a really good look at my class. We have all come a long way. It took time, determination and hard work to get to the top of our profession. I am very proud of myself, my fellow classmates and my union," added the steward who joined the SIU in 1983.

Rose also delivered remarks on behalf of **Kenneth Whitfield**. The Mobile, Ala.-based steward could not attend the graduation ceremony.

"It is my honor to extend Kenneth's heartfelt thanks. He could not be with us today to share this wonderful moment which is not the end for us, but a new beginning," she said.

Second Generation

Speaking from experience, **Floyd Bishop** noted that attending upgrading courses as much as possible helps Seafarers better themselves.

"My dad is a retired SIU member, and I knew I wanted to go to sea beginning at a very early age. As a 1970 graduate of the trainee program here at Piney Point, I have returned to



Posing for a photo following the recertified steward graduation ceremony are (from left, front row) Floyd Bishop, Phillip Orlanda, SIU President Michael Sacco, Francesca Rose, VP Contracts Augie Tellez, Gwendolyn Shinholster, Acting Lundeberg School VP Nick Marrone, SIU Secretary-Treasurer David Heindel (back row) Michael Pooler, Lee Frazier and Amy Rippel.

upgrade every chance I can," said Bishop.

"To you trainees in the audience I want to say that it is extremely important to continually upgrade your skills. This facility and its instructors are top notch in the maritime industry. Take every advantage of it," continued the 44-year-old from the port of Jacksonville, Fla.

Stressing the importance of long-range goals, **Lee Frazier**, a 1984 graduate of Piney Point, told the trainees in the auditorium, "Keep going because this is the way to go. There is no better organization than the SIU," Frazier stated.

"My thanks goes out to every one of my fellow recertified stewards, whose friendship will always remain with me and my union leaders who keep this union strong," said **Gwendolyn Shinholster**, who joined the Marine Cooks & Stewards in San Francisco before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District.

Amy Rippel, who joined the union in 1985, extended a vote of thanks to union officials for their knowledge and expertise.

"Thank you all so very much. This means the world," proclaimed the steward from the port of Wilmington, Calif.

Extensive Curriculum

The stewards covered an abundance of material during their Lundeberg School stay. They worked on creating new recipes and practiced the most contemporary cooking techniques through a combination of classroom instruction and practical training.

Special low-fat and healthful meals were developed by the galley gang members to meet an increased demand by SIU members to maintain a fit lifestyle while at sea. The stewards also studied the latest food-sanitation practices. (See story on this page.)

Because many SIU-contracted companies keep records of the shipboard stores by using computer programs, the students spent time in the school's computer center learning how to maximize their computer skills to order food and other staples while aboard ship.

The stewards also took refresher courses in CPR, first

aid and firefighting as well as a session on effective communication styles.

Question-and-answer periods between the stewards and representatives of the SIU's contracts, communications, government affairs, and welfare, training, vacation and pension fund departments as well as SIU President Michael Sacco took place. The meetings are designed to enhance Seafarers' understanding of the union's operations and provide the upgraders with the latest information from each department so that they, in turn, may relay it to crewmembers aboard ships.

"My favorite part of the course was learning the computer skills," recalled **Phillip Orlanda**, who sails from the port of Norfolk, Va. "I also enjoyed freshening up on my firefighting and CPR skills and meeting with union officials from the Seafarers Welfare Plan. I will be able to bring all of the information back to my crewmembers," stated the 53-year-old, who joined the union in 1976.

Food Sanitation Skills Vital Aboard Ship

As reflected by the growing number of food-borne illnesses being reported in the press, it is vitally important to handle and prepare food properly. This is especially true on ships where medical facilities could be hundreds of miles away.

That is why food sanitation is a primary course of study for all galley gang upgraders at the Paul Hall Center, according to Executive Chef Allan Sherwin, director of culinary education at the center.

"Food-borne illnesses and deaths are in the news every day. It is a very prevalent health problem that is increasing each day as more and more fruits and vegetables are imported. Americans are also consuming more chicken and pork as compared to 10 years ago. These factors and more have opened doors to a tremendous increase in food contamination," he said.

Sherwin noted that the recertified stewards who graduated last month successfully completed a comprehensive test covering food sanitation and prevention of food-borne illness. As a result, they each received a certificate in food sanitation from the National Restaurant Association, as well as one from the Seafarers Harry Lundeberg School of Seamanship.

"It is vital for everyone in food service to understand the dangers of food-borne illnesses. It is especially important for stewards to know the proper food-handling procedures because they control the health and welfare of everyone on their

vessel. If crewmembers are infected by E.coli, they cannot work and may be hours away from medical treatment," said Sherwin.

The food sanitation course taught to the stewards includes food preparation, storage, meat and poultry inspection, danger factors (such as storing and cooking food at appropriate temperatures) and a number of other relevant subjects.

Through practical training, discussions and classroom instruction—including videotapes and journal articles—the stewards honed their skills for proper storage, preparation and disposal of foods, noted Sherwin. They also received telephone numbers of government agencies that may be contacted with questions or comments concerning food sanitation, including the Centers for Disease Control (CDC), the Food and Drug Administration (FDA) and the United States Department of Agriculture (USDA).

One of the key facts stressed by Sherwin is 90 percent of occurrences of food-borne illnesses are related to personal cleanliness (such as hand-washing or removing one's apron prior to using a restroom).

"Stewards need to spread the word while at sea that the personal cleanliness of crewmembers visiting the galley is important. It is just as vital for the QMED who comes up from the engineroom to wash his hands before sitting down for lunch as it is for the cook to clean counters after cutting raw meat," stated Sherwin.



Gwendolyn Shinholster (right) learns the proper technique for boning a fish from Instructor Eileen Hager.

ITF Secures Back Pay, Food, Safety Gear For Mariners Aboard Runaway-Flag Vessel

Case Brings More Attention to Plight of World's Mariners

Responding to an urgent request for help, the International Transport Workers Federation (ITF) recently took the lead in acquiring back pay, fresh stores and proper safety equipment for the multinational crew of the runaway-flag ship *Seorax*.

Crewmembers aboard the Panamanian-flag, Korean-owned ship contacted Edd Morris, an SIU representative and ITF inspector, shortly before the vessel docked in Baltimore. Once in port, they were met by Morris and went on strike for five days, until

their issues were resolved. This included bringing the vessel under a contract recognized by the ITF.

Morris noted that the crew—composed of Chinese, Burmese, Indonesian and Korean mariners—had sailed shorthanded and without work clothes or proper safety equipment. The lifeboats were inoperative, and the captain allegedly refused medical treatment for at least one injured crewmember. Safety further was compromised by a substantial language barrier, some of the mariners told the ITF inspector.

In addition, meals were rationed because of a significant shortage of stores (breakfast often consisted of rice and water), and the crew went two days completely without food. The ship also lacked medical supplies.

From Baltimore, Morris contacted the shipowner, Master Marine of Seoul. He secured approximately \$42,000 in back pay for the mariners, along with fresh stores, work clothes, safety equipment and other needed items. He also helped arrange repatriation for those mariners due to sign off the vessel, and put in place a contract accepted by the ITF.

Morris reported that the crew was very grateful for the ITF's assistance.

Runaway Scam

Runaway-flag shipping is a scheme that involves multiple parties from different nations in the operation of vessels. In the case of the *Seorax*, for example, the vessel was owned by a Korean company, registered in Panama, used an Indonesian manning agent and hired crewmembers

from four countries.

The purpose of this practice is for greedy shipowners to escape the safety regulations, procedures, inspections, tax laws and higher wages of traditional maritime nations. They do so by paying a nominal registration fee to the government of a non-maritime nation seeking to raise revenue—essentially buying use of a country's flag with no strings attached. In such instances, the country in question has neither the means nor the desire to enforce regulations protecting the crews or the environment, if such laws even exist.

Then, they insulate themselves with often unscrupulous managers who hire the cheapest crews available. Such mariners in many cases are not mariners at all, but rather desperate individuals who paid for seamen's credentials.

This cycle may be repeated fairly regularly, with vessels changing ownership, registers and agents every few years. Such circumstances make it difficult for authorities to hold the shipowners accountable for mistreating crews and operating unsafe ships.

Moreover, by making virtually no investment in the upkeep of their vessels and paying minimal wages (often irregularly, as in the case of the *Seorax*), such owners can, unfortunately, turn a quick profit.

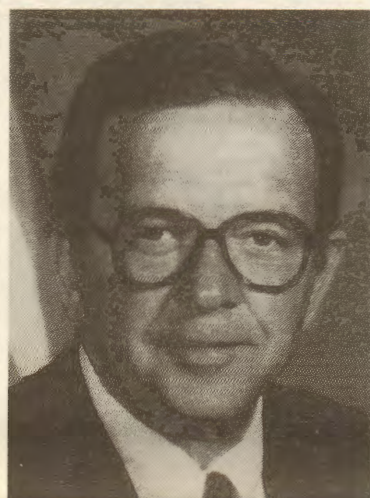
ITF Campaign

In response to this widespread problem, the London-based ITF is engaged in a very active campaign against runaway-flag shipping, also known as flag-of-convenience shipping. The organization has 100 inspectors in 40 nations assisting in this fight.

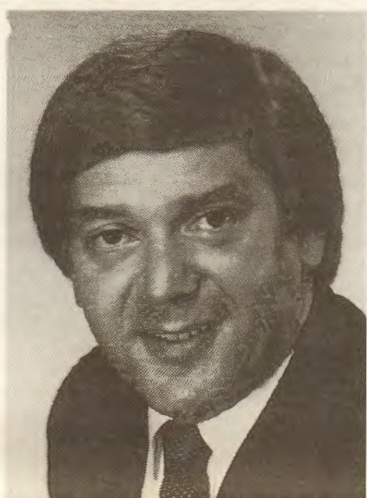
Because the ITF recognizes that completely eliminating runaways will not happen overnight, one of its immediate goals is bringing such vessels under ITF contract. This aspect of the campaign has been quite successful, with more than 4,500 ships now covered by ITF agreements.

Overall, the ITF comprises more than 470 transport-related unions, including the SIU, in more than 120 nations. SIU Executive Vice President John Fay is chairman of the ITF's Seafarers Section.

Barer, Stevens to Receive Annual Admiral of the Ocean Sea Award



Sen. Ted Stevens



Stanley H. Barer

Two longtime supporters of U.S.-flag shipping, Stanley H. Barer, co-chairman and chief executive officer of SIU-contracted Totem Resources Corporation (TRC), and U.S. Senator Ted Stevens (R-Alaska), have been selected to receive the United Seamen's Service 1997 Admiral of the Ocean Sea Award (AOTOS).

Stevens and Barer were selected from more than 200 nominees representing maritime management, labor and government. The award is presented to those who have provided distinguished service to the U.S.-flag merchant fleet. SIU President Michael Sacco is a past recipient.

This year's AOTOS winners embrace two of the most important sectors of ocean transport in the U.S.: the U.S.-flag shipping community and the government.

Barer sits at the helm of TRC, a holding company for several U.S.-flag maritime operating entities in the Pacific Northwest.

Two of TRC's subsidiaries, Totem Ocean Trailer Express, Inc. and Interocean Uglad Management Corporation, are SIU-contracted companies.

Barer's interest in maritime began in the 1960s when he worked with the U.S. Senate Commerce Committee, including stints as maritime counsel, transportation counsel and acting general counsel. From 1969 to 1974, he was the administrative assistant to the late U.S. Senator Warren G. Magnuson (D-Wash.), who served as Commerce Committee chairman.

While serving on the commit-

tee, Barer had many opportunities to work on maritime legislation with the late SIU President Paul Hall. He also served as legal advisor to the U.S. delegation to the 1972 United Nations Conference on World Environment in Stockholm, Sweden.

In 1979, Barer negotiated the establishment of reciprocal flag shipping services between the People's Republic of China and the United States.

Barer delivered the Paul Hall Memorial Lecture in 1995.

A strong advocate of the Jones Act, Stevens ranks sixth in seniority in the Senate and second among Republicans. Stevens has been a member of that body since December 1968.

As chairman of the Appropriations Committee, Stevens also heads the Defense Appropriations Subcommittee, where he has been a strong proponent of national security issues.

Additionally, he serves on the Commerce Committee, as well as two subcommittees dealing with oceans, fisheries and the merchant marine. Stevens is a member of the Rules and Administration Committee.

Born in Indianapolis, Stevens has been an Alaskan resident since the early 1950s. A graduate of University of California at Los Angeles and Harvard Law School, he was a U.S. attorney in Fairbanks, Alaska. He also practiced law in Anchorage and Fairbanks and served two terms as a representative in the Alaska state legislature, holding positions of majority leader and speaker pro-tem.

Accolades Greet Alaska Apprentice in Anchorage

When unlicensed apprentice Greg Guay climbed the gangway of his first ship in the port of Anchorage, Alaska, he received an enthusiastic welcome by crewmembers, SIU officials, local government and company representatives.

Guay is the first unlicensed apprentice from Anchorage to complete the initial training phase of the unlicensed apprentice program at the Paul Hall Center. His arrival aboard the *Northern Lights* on August 14 marked the start of his 90-day shipboard training and assessment segment of the Lundeborg School program.

The *Northern Lights*, a Totem Ocean Trailer Express (TOTE) roll-on/roll-off vessel, transports cargo from Washington's Puget Sound to ports in Alaska.

Guay, accompanied to the ship by his parents, Jerry and Kathy Guay, was greeted on deck by SIU Assistant Vice President Bob Hall and Anchorage Port Representative Harold Holten. Bill Sharrow, special assistant to U.S. Representative Don Young (R-Alaska), was present as well as several TOTE officials.

"It was a nice event. The entire crew came out to meet Greg, and everyone enjoyed coffee and pastries together before the vessel got under way," recalled Holten. "He was very confident and excited about his first trip."

The SIU has been working with Alaska's congressional delegation, governor's office and local officials to provide young Alaskan men and women with an opportunity to join the entry-level apprenticeship training program. Before the Anchorage hall opened in May, the nearest union hall available to Alaskan residents was



Unlicensed apprentice Greg Guay was given a warm welcome when he boarded the *Northern Lights* in the port of Anchorage, Alaska. Pictured above, from left, are SIU Anchorage Port Representative Harold Holten, Jerry Guay, Kathy Guay, Chief Engineer John Woodward, TOTE representative Ted Deboer, Chief Steward Bob Martinez, apprentice Guay, Bosun John Glenn, Captain Jack Hearn, TOTE representative Stacie Sybrandt, Bill Sharrow of Rep. Don Young's (R-Alaska) staff, Bosun Dan Tyser and SIU Assistant VP Bob Hall.

located in Tacoma, Wash.

Holten noted the apprenticeship program is becoming well-known throughout the region. "I have had a lot of inquiries and applications since we opened the hall. It is an excellent opportunity for Alaska's young people," he said.

Tentative Sale of NPR, Inc. To Philadelphia Company Announced

The SIU is closely monitoring the proposed sale of Seafarers-contracted NPR Inc. to Holt Hauling and Warehousing Systems Inc. which was announced late last month.

SIU Vice President Contracts Augie Tellez reports that all provisions outlined in the contract between the union and NPR, Inc. remain unaffected.

"The union will keep the membership informed of all news related to the sale of the five NPR vessels to Holt," stated Tellez. "The jobs of SIU members sailing aboard the vessels are secure."

Holt Hauling and Warehousing Systems Inc. is the largest private stevedore and terminal operator in the ports of Philadelphia and Wilmington, Del. The company has a variety of dry and refrigerated warehouses as well as a full line of trucking services.

Steel, Stone and Seafarers Keep Presque Isle Hauling on the Lakes



Checking the engines is Wiper Shawn Landeira.



Waiting for offloading instructions after the *Presque Isle* arrives in port is Gateman David Poree.



Wiper Ronald Hackensmith makes sure the *Presque Isle's* engines are running properly.



AB William Goeltz takes the wheel aboard the *Presque Isle*.

The dedication and hard work of crewmembers aboard the 1,000-foot *Presque Isle*, a Great Lakes self-unloader, contribute to its smooth operation.

The SIU-crewed bulk carrier is primarily engaged in hauling taconite pellets, limestone aggregates and other materials for USS Great Lakes. The *Presque Isle* transports the commodities from the western end of Lake Superior to ports located on lower Lake Michigan and Lake Erie.

The deck crew of Bosun William Root and ABs Lawrence Arseneau, Richard Bennet, William Goeltz, Adil Hussein and Albin Filarski are charged with keeping the deck clean and safe. They work hard at maintaining the ship's clean, white appearance—a task made more challenging by the dust created during loading and unloading.

Below deck, Gatemen Mayfield Cousins, David Poree and

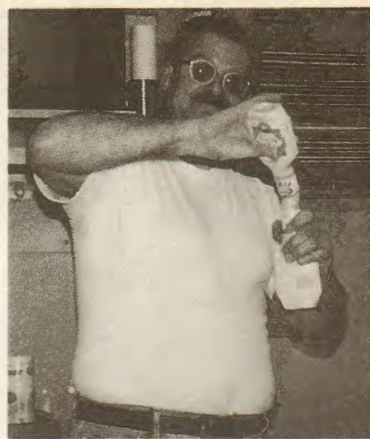
Stephen Habermehl all maintain an eye on offloading and keep the vessel's belts moving at peak efficiency.

In the engineroom, crewmembers work to ensure the diesels are operating in a safe manner. Wipers Shawn Landeira and Ronald Hackensmith check the oil, inspect parts and wipe down the engines before the next voyage begins.

Porter James Beaudry makes sure the *Presque Isle* has enough fresh fruit, vegetables and dairy products for each six-day trip.

"The *Presque Isle* is our only vessel, and the company and crewmembers work together like members of a big, happy family. We are very proud of the hard work our crews do," stated Ralph Biggs, vice president and general manager of Litton Great Lakes, the owner and operator of the vessel.

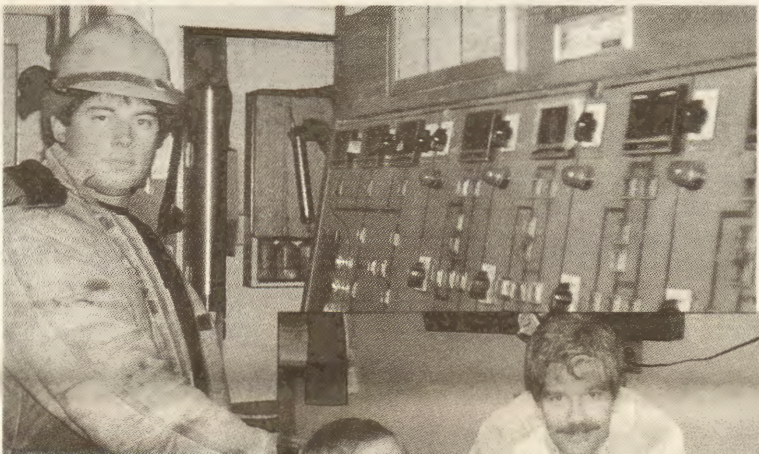
The *Presque Isle* has been sailing on the Lakes since December 1973.



In the galley, Porter James Beaudry refills a salad dressing container.



Gateman Mayfield Cousins observes operations in the tunnel where the conveyor belts are located.



Presque Isle Gateman Stephen Habermehl monitors gauges in the engineroom.

Algonac (Mich.) SIU Representative Don Thornton (center) goes over the contract with Gateman Stephen Habermehl (left) and Wiper Ronald Hackensmith.



Kelley, Congressman Support Detroit Strikers



More than 125,000 trade unionists (including Seafarers), community activists, politicians and clergymen from across the U.S. converged in Detroit on June 21 to demonstrate their support for the 2,500 locked-out workers at the *Detroit Free Press* and the *Detroit News*. SIU Vice President Great Lakes Byron Kelley (third from left) poses with (from left) Wayne County (Mich.) Sheriff Robert Ficano, U.S. Rep. David Bonior (D-Mich.) and Judy Bonior during the event dubbed Action! Motown '97. Despite an NLRB ruling in favor of the workers, the newspapers continue their lockout.

Enrollment Forms to Be Mailed Soon For Money Purchase Plan Participants Toll-Free Number Established to Answer Questions

A toll-free number is in place and Seafarers soon will receive enrollment forms as work continues to implement the Seafarers Money Purchase Pension Plan (SMPPP).

As noted in the May 1997 issue of the *Seafarers LOG*, the SMPPP was approved by the Internal Revenue Service. Since then, the plan's board of trustees (made up of representatives from the union and Seafarers-contracted companies) has been setting up the day-to-day operating procedures for the SMPPP.

SIU members who have worked or are working for a company that is a signatory in the plan soon will receive in the mail an enrollment/beneficiary form. This form will allow an individual account to be set up in the name of the Seafarer as well as establish the beneficiary for the

account. This form should be filled out as soon as possible after it arrives and returned to the address on the form.

Within the next 60 days, the plan also will send to participants a summary plan description. This booklet describes the SMPPP and its benefits.

Seafarers should note that all companies who have signed on to the plan have been making contributions in the name of SIU members working for them at the agreed upon contribution rate since the latest contracts were implemented. According to the rules of the SMPPP, those Seafarers who have had accounts established in their names also will be able to make voluntary contributions.

The process for making voluntary contributions is being finalized at this time. When it is com-

pleted and approved, Seafarers will be notified as to how they may make voluntary contributions.

As noted in May, these voluntary contributions can only be made on an after-tax basis. Therefore, there will not be any income tax savings by making a voluntary contribution to the SMPPP. Such contributions may range from between 1 and 10 percent of a member's pay.

Finally, for any members or their families with questions about the SMPPP, the plan has established 1-800-485-3703 as a toll-free number. This number operates between the hours of 9 a.m. to 5 p.m. Eastern Time, Monday through Friday. Work is under way to expand the hours of operation for the toll-free number. Members will be notified when this is completed.

When he said "Education is the key," former SIU President Paul Hall was not just talking about the upgrading of Seafarers' skills. Rather, he meant that education should be available to everyone to pursue their hopes, their dreams, their goals.

The Seafarers International Union, Atlantic, Gulf, Lakes & Inland Waters already understood the concept of education as a tool for self-improvement when, in 1952, it became the first maritime union in America—and one of the first trade unions in general—to establish a scholarship program to help qualified members and their dependents finance their college and vocational education.

Today, the Seafarers Welfare Plan (which sponsors the program) has awarded 255 scholarships and is now taking applications for the 1998 program, which will award seven monetary grants to three SIU members and four dependents. All Seafarers and their spouses and children who plan to attend college are encouraged to complete a scholarship application. The deadline for submission of all required paperwork is April 15, 1998.

One of the three scholarships reserved for SIU members is in the amount of \$15,000 and is intended to help cover the cost of attending a four-year, college-level course of study. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary vocational school or community college. Four scholarships are awarded in the amount of \$15,000 to the spouses and dependent children of Seafarers.

The \$15,000 college scholarships will be paid at the rate of \$3,750 per year over a four-year period. The \$6,000 awards are paid at the rate of \$3,000 per year.

The first step in finding out more about the scholarship program and application process is to send away for the Seafarers Scholarship Program booklet. The booklet contains all the necessary information a prospective student will need to complete the application. To receive a copy of this guide, fill out the coupon at the bottom of this page and return it to the address listed on the form.

Once the scholarship booklet has been received, applicants should check the eligibility information. For a Seafarer to be eligible for a scholarship, he or she must:

- ☐ be a high school graduate or its equivalent.
- ☐ have a total of 730 days of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the Seafarer's behalf prior to the date of application.
- ☐ have at least one day of employment on a vessel in the six-month period immediately prior to the date of application.
- ☐ have 120 days of employment on a vessel in the previous calendar year.

(Pensioners are not eligible for scholarships.)

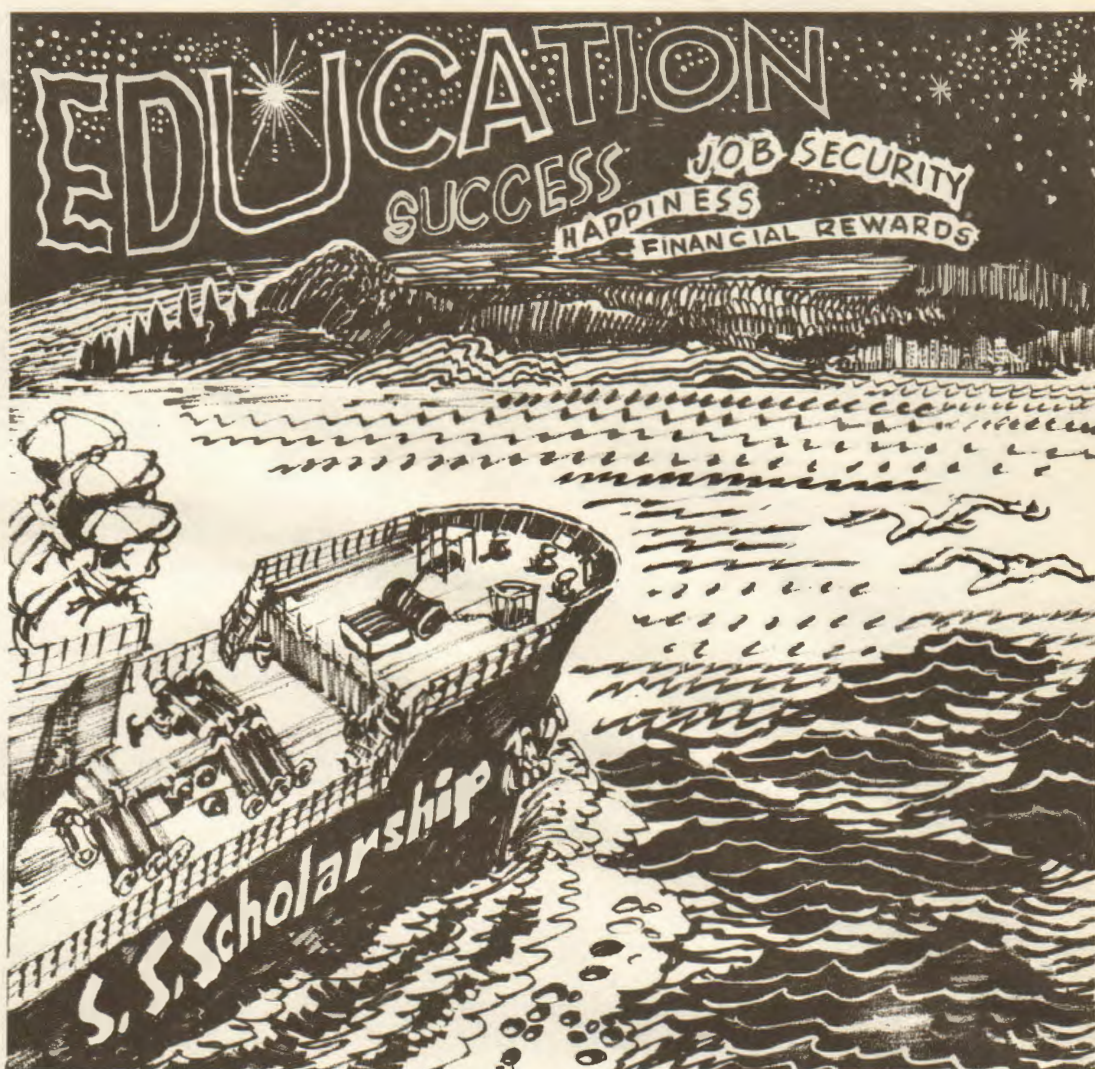
For a spouse to be eligible for a scholarship award, he or she must:

- ☐ be married to an eligible Seafarer or SIU pensioner.
- ☐ be a high school graduate or its equivalent.

For a dependent child to be eligible for consideration for a

Steering Toward Success

SIU Scholarship Program Can Help



scholarship, he or she must:

- ☐ be an unmarried child of an eligible Seafarer or SIU pensioner for whom the member or pensioner has been the sole source of support the previous calendar year. (However, should a dependent child win an SIU scholarship and marry while receiving the award, he or she will not lose the grant by reason of such marriage.)
- ☐ be a high school graduate or its equivalent, although applications may be made during the senior year of high school.
- ☐ be under the age of 19—or be under the age of 25 and be a full-time student enrolled in a program leading to a baccalaureate or higher degree at an accredited institution authorized by law to grant such degrees.

For both a spouse and dependent child to be eligible, the following conditions must be met:

- ☐ the sponsoring Seafarer must have credit for 1,095 days of covered employment with an employer who is obligated to

make contributions to the Seafarers Welfare Plan on the Seafarer's behalf prior to date of application.

- ☐ the sponsoring Seafarer must have one day of employment in the six-month period preceding the date of application and 120 days of employment in the previous calendar year (unless the eligible parent is deceased).

After checking the eligibility requirements, applicants should start collecting other paperwork which must be submitted along with the full application by the April 15, 1998 deadline.

These items include transcripts and certificates of graduation. Since schools are often quite slow in handling transcript requests, the sooner the request is made, the better.

Another part of the application package includes letters of recommendation solicited from individuals who know the applicant's character, personality and career goals.

Since the scholarship awards

are made primarily on the basis of high school grades and the scores of either College Entrance Examination Boards (SAT) or American College Tests (ACT), arrangements should be made to take these exams no later than February 1998 to ensure that the results reach the scholarship selection committee in time to be evaluated.

A photograph of the applicant and a certified copy of his or her birth certificate are two other items that must be included in the total application package.

All completed applications MUST be mailed and postmarked ON or BEFORE APRIL 15, 1998.

Remember to fill out the coupon below and return it to the Seafarers Welfare Plan—or ask for a 1998 Seafarers Scholarship Program booklet at any SIU hall.

Let a Seafarers scholarship help steer you in the right direction—toward a better education and a bright, fulfilling future.

Former Winner Relates Her Success

For most scholarship winners, receiving the cash award can greatly ease those financial burdens associated with attending college—room, board, living expenses, books, tuition, etc.

In 1962, Karen Anne Hilyer received word that she was one of four dependents who had won a Seafarers Welfare Plan scholarship. Her father, Vincent Hilyer, was a member of the SIU Railway Marine Region, working on NY Central tugs. At the time of her high school graduation, her father said that the "scholarship made possible by the union is a wonderful benefit for a working man's family."

Just recently, Karen (Hilyer) Balko wrote to the *Seafarers LOG* to inform other potential college students how the scholarship affected her life.

I attended the College of St. Rose in Albany, N.Y. for one year and transferred to Fairleigh Dickinson University in Teaneck, N.J., where I graduated with high honors and a BA in mathematics. The SIU scholarship provided for my education and allowed me to enter a very specialized field of applied mathematics as a Casualty Actuary. After graduation, I spent an additional nine years of self-study to become fully accredited and passed all the exams for Fellowship in the Casualty Actuarial Society.

Today, after 30 years of productive actuarial work, I look back on the SIU scholarship as a real blessing and honor. Aside from paying for my tuition and books, the scholarship gave me the opportunity to learn firsthand about culture and art. I used the excess from my scholarship to pay for a summer trip between my junior and senior years to 10 European countries. I still have the pictures and wonder at the things I can remember from that experience.



In a recent photo, Karen Hilyer Balko (right), winner of a Seafarers Welfare Plan scholarship in 1962, poses with her mother, Rita Hilyer.

My own children have reached the college stage, and tuition bills are substantial. My daughter, Jenness, has an academic scholarship for partial tuition at St. Michael's College in Colchester, Vt. I now know how significant my scholarship was to my parents. Your scholarship made life much easier for them. My father and mother, Vincent [who died last year] and Rita Hilyer, always thought it was just as important to give a girl an education as a boy. They valued education as the best stepping stone to a successful life. I have not disappointed them. I have had both an interesting career and a satisfying life. Although my work has never made headlines, it has always been interesting and creative.

*Sincerely,
Karen (Hilyer) Balko*

Please send me the 1998 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name _____

Member's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: ☐ Self ☐ Dependent

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

9/97



SIUNA CONVENTION

FULL AHEAD FOR THE 21st CENTURY

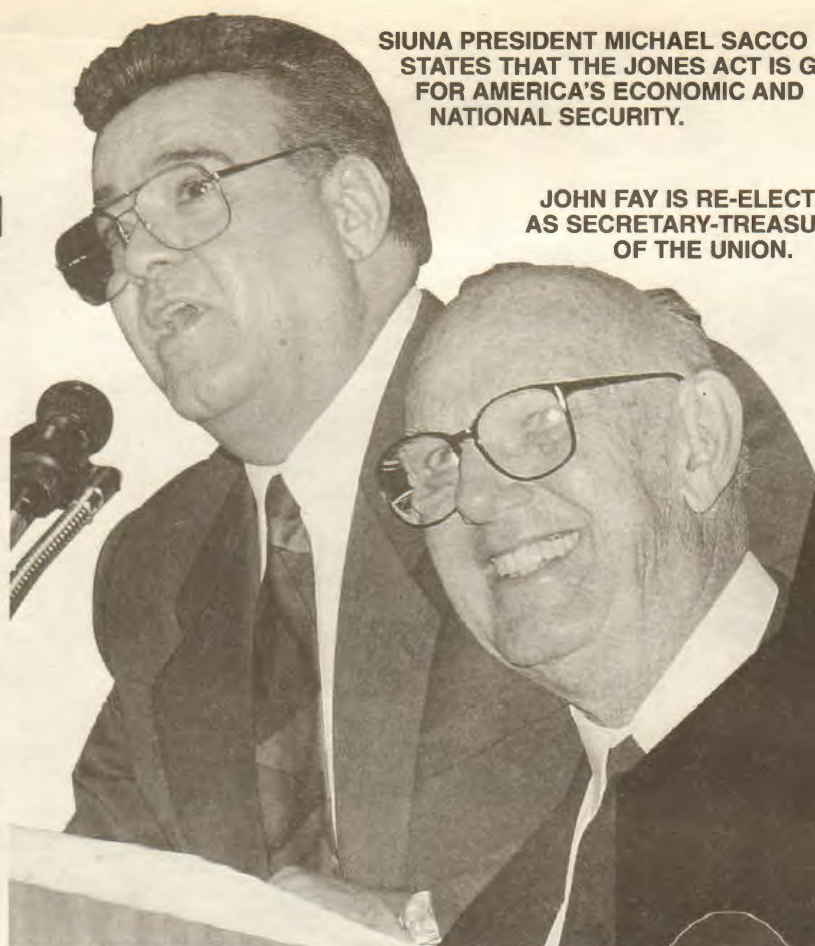


From the invocation August 11 to the election of officers, the SIUNA convention featured insightful addresses from Congress, the Clinton administration, maritime labor and the AFL-CIO. The following four pages show the action from the gathering at the Paul Hall Center in Piney Point, Md.



SIUNA CONVENTION

FULL AHEAD FOR THE 21st CENTURY



SIUNA PRESIDENT MICHAEL SACCO STATES THAT THE JONES ACT IS GOOD FOR AMERICA'S ECONOMIC AND NATIONAL SECURITY.

JOHN FAY IS RE-ELECTED AS SECRETARY-TREASURER OF THE UNION.

During the Seafarers International Union of North America's 23rd convention, delegates representing the union's 17 affiliates adopted a number of resolutions decreeing the organization's plans and goals for the next five years. Key topics addressed by the delegates included the importance of preserving the Jones Act, the need to organize, remaining politically active and supporting the international campaign against runaway-flag shipping. The convention took place at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.



Delicious meals were the norm throughout the convention, thanks to the work of upgrading steward department members at the Paul Hall Center's Lundeberg School. At right, Chef Allan Sherwin, director of culinary education and Theresa Price of the school staff greet guests.

SPEAKERS



JOHN CALHOUN WELLS



REP. MICHAEL FORBES



AUGUSTIN TELLEZ



REP. MICHAEL TO THE STATE SCHOOL STUDENT



DAVE BILLECI



DOUG MCMILLAN



THERESA HOINSKY



ALEX SHANDROWSKY



NICK MARRONE



WILLIE ZENGA



RENE LIOEANJIE



BOB HALL



HENRY DISLEY



ROMAN GRALEWICZ



GEORGE RIPOLL



STEVE EDNEY

DELEGATES



FORBES IS ESCORTED BY LUNDEBERG
BY NICOLE FARRELL.



MARK
DICKINSON



GUNNAR
LUNDEBERG



TIM BROWN



GEORGE
McCARTNEY



MIKE MCKAY



TOM
ORZECZOWSKI



JOHN
SWEENEY



DAVID
HEINDEL



DEAN
CORGEY



STEVE RUIZ



NICK RIOS



FRANK PECQUEX



GEORGE & HEIDI
McCARTNEY



JOE SIGLER



ED MOONEY



BILL ROSS



JIM GIVEN



SINCLAIR OUBRE



WILLIAM
KOFLOWITCH



RED CAMPBELL



TOM WALSH



TIM KELLEY



BYRON KELLEY



KERMETT
MANGRAM



LONNIE
PARTRIDGE



JOHN LAREW



JAMES FARLEY



JOE PEREZ



JIM MARTIN



MARK DICKINSON



SPIRO VARRAS



EDD MORRIS



MIKE PALADINO



JOSEPH
FRANCISCO



ED SMITH



BENNIE WILSON



STEVE JUDD



HENRI FRANCOIS



HERB BRAND



RICHARD VEZINA



HAROLD
ANDERSON



MICHEL
DESJARDINS



TONY MCQUAY



& GUESTS



Credentials committee (from left): Terry Hoinsky, Joseph Soresi, Harold Anderson, Steve Judd, Jim Given, Dave Carter, Tom Orzechowski and Joe Perez.



SIUNA Vice President Dean Corgey (center) signs his approval to a committee report as Joanne Herrlein (left) and William Berger look on.



Convention arrangements and public relations committee (from left): Tony McQuay, Mike Paladino, Nick Celona, Leo Bonser, Ambrose Cucinotta and Gunnar Lundeberg.



International affairs committee (from left): Will Ross, Steve Ruiz, Tim Kelley, Michel Desjardins, Henry Disley, John Larew, Carl Peth. Not pictured: Amos Peters.



Legislative committee (from left): Lonnie Partridge, Bob Hall, Nick Rios, Henri Francois, Ed Pulver, John Spadaro, Roman Gralewicz and Kermet Mangram.



Members of the credentials committee review documents prior to the opening session.



Officers' and affiliates' committee (from left): Joanne Herrlein, William Berger, Steve Edney, Lonnie Partridge, Dean Corgey, Dave Billeci, Richard Vezina and Roy "Buck" Mercer.

COMMITTEES

Committees consisting of representatives from the SIUNA affiliates met during the convention and carried out their assignments. Each committee reported on its work to the full convention. Whether providing credentials to delegates, reviewing resolutions submitted by the member unions, or developing recommendations for rules by which to conduct the convention, the committees work to see that the event functions democratically and efficiently.



Fulfilling the duties of the convention arrangements and public relations committee are (from left) Leo Bonser, Ambrose Cucinotta and Gunnar Lundeberg.



Ed Pulver (above) and Roman Gralewicz serve on the legislative committee.



SIUNA CONVENTION

FULL AHEAD FOR THE 21st CENTURY



Resolutions committee (seated, from left): George McCartney, Augie Tellez, Donna Walsh, (standing) Nick Rios, Byron Kelley and Joe Soresi.



Auditing committee (seated, from left): Bob Shaw, Jack Caffey, Joe Musher, Doug McMillan, (standing) Tom DeVivio, Tom Walsh, Dave Heindel, Kaj Kristensen and Tom Orzechowski. Not pictured: John Fay.

Dispatchers' Report for Deep Sea

JULY 16 — AUGUST 15, 1997

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	35	17	2	17	22	2	13	69	32	4
Philadelphia	3	2	1	0	2	0	0	10	6	2
Baltimore	7	6	0	8	3	0	4	10	14	2
Norfolk	15	12	10	6	11	4	4	26	19	11
Mobile	9	5	0	7	8	1	6	16	9	0
New Orleans	24	16	4	24	9	4	7	30	23	5
Jacksonville	26	17	5	27	10	4	13	50	24	5
San Francisco	23	13	2	19	13	2	6	46	20	4
Wilmington	20	7	8	17	11	5	11	32	15	7
Seattle	30	15	1	17	9	1	13	53	24	0
Puerto Rico	12	4	2	6	2	4	13	28	4	6
Honolulu	9	10	4	9	11	1	0	10	11	7
Houston	28	29	6	22	22	4	12	40	31	9
St. Louis	3	0	1	1	1	1	2	4	1	0
Piney Point	3	1	0	1	0	0	1	3	1	0
Algonac	0	1	0	0	1	0	1	0	3	0
Totals	247	155	46	181	135	33	106	427	237	62
ENGINE DEPARTMENT										
New York	19	4	1	7	5	0	6	41	16	2
Philadelphia	1	2	0	3	1	0	0	1	3	1
Baltimore	5	5	0	2	4	0	0	7	7	0
Norfolk	5	7	1	3	8	1	2	10	10	6
Mobile	7	3	1	6	1	0	1	8	7	3
New Orleans	8	14	4	6	12	2	7	14	14	4
Jacksonville	19	10	3	17	6	4	7	24	18	3
San Francisco	12	10	2	7	10	2	6	19	14	1
Wilmington	8	9	2	9	8	2	5	9	8	1
Seattle	16	10	2	12	10	0	6	20	13	2
Puerto Rico	5	3	5	3	4	1	0	10	5	5
Honolulu	4	9	3	3	5	3	0	8	15	6
Houston	16	7	5	11	8	4	6	22	15	5
St. Louis	2	2	2	0	0	0	0	3	5	2
Piney Point	3	11	0	3	3	0	0	5	10	0
Algonac	1	0	0	0	0	0	0	2	0	0
Totals	131	106	31	92	85	19	46	203	160	41
STEWARD DEPARTMENT										
New York	13	6	0	11	5	0	11	22	10	0
Philadelphia	4	1	0	2	0	0	1	3	3	0
Baltimore	4	2	0	3	0	0	0	8	2	0
Norfolk	5	6	4	5	5	1	1	11	11	9
Mobile	3	3	0	6	2	0	0	6	5	0
New Orleans	3	6	0	3	5	0	4	9	9	2
Jacksonville	19	3	3	14	4	2	7	32	4	3
San Francisco	32	9	1	21	3	0	8	54	13	2
Wilmington	15	2	1	9	1	0	5	21	7	1
Seattle	27	4	0	22	5	2	14	43	8	0
Puerto Rico	4	2	0	3	0	0	0	5	2	0
Honolulu	11	5	5	4	2	2	10	19	8	8
Houston	16	5	1	14	5	0	8	21	5	3
St. Louis	0	0	1	0	0	1	0	0	0	0
Piney Point	2	2	0	1	0	0	0	8	10	1
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	158	56	16	118	37	8	69	262	97	29
ENTRY DEPARTMENT										
New York	5	34	4	3	15	1	0	9	53	20
Philadelphia	1	1	2	0	0	0	0	1	1	3
Baltimore	1	3	0	1	1	0	0	0	6	2
Norfolk	1	8	16	1	9	3	0	1	12	35
Mobile	1	9	4	1	9	0	0	3	15	5
New Orleans	2	11	10	4	7	6	0	6	19	20
Jacksonville	1	15	9	4	6	4	0	4	38	14
San Francisco	8	19	4	8	18	2	0	20	21	5
Wilmington	3	20	5	5	5	0	0	11	30	11
Seattle	5	13	0	3	9	1	0	14	25	2
Puerto Rico	3	5	5	2	2	3	0	3	11	5
Honolulu	3	23	70	5	25	55	0	5	44	67
Houston	2	13	5	2	11	4	0	2	16	10
St. Louis	1	2	1	0	3	0	0	1	1	3
Piney Point	0	6	43	0	1	12	0	0	12	40
Algonac	0	0	0	0	0	1	0	0	1	0
Totals	37	182	178	39	121	92	0	80	305	242
Totals All Departments	573	499	271	430	378	152	221	972	799	374

*"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.

October & November 1997 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: October 6, November 3
New York	Tuesday: October 7, November 4
Philadelphia	Wednesday: October 8, November 5
Baltimore	Thursday: October 9, November 6
Norfolk	Thursday: October 9, November 6
Jacksonville	Thursday: October 9, November 6
Algonac	Friday: October 10, November 7
Houston	Monday: October 13, November 10
New Orleans	Tuesday: October 14
	Wednesday: November 12*
	*Date change due to Veterans Day holiday
Mobile	Wednesday: October 15, November 12
San Francisco	Thursday: October 16, November 13
Wilmington	Monday: October 20, November 17
Tacoma	Friday: October 24, November 21
San Juan	Thursday: October 9, November 6
St. Louis	Friday: October 17, November 14
Honolulu	Friday: October 17, November 14
Duluth	Wednesday: October 15, November 12
Jersey City	Wednesday: October 22, November 19
New Bedford	Tuesday: October 21, November 18

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

Personals

LARRY HART

Please call Christopher Daniels at 1-800-685-4343, ext. 1408, in reference to the settlement.

COLIN MURRAY

Where are you? I miss you. Please contact Jennifer Hodges.

JIMMY POULOS

Please get in touch with Peter Versakos at (718) 238-3072.

Corrections

Two Seafarers were misidentified in photos on page 4 of the August 1997 Seafarers LOG. Rafael Clemente is a recertified bosun and Paul Grepo sails as an AB.

On page 17 of the August issue, Pensioner Kane K. Leeteg's name was misspelled.

In the Final Departures column on page 18 of the July 1997 issue, the incorrect photo appeared under Donald McClintock's obituary. Unfortunately, no photo is on file for Brother McClintock.



Seafarers International Union Directory

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

George McCartney
Vice President West Coast

Roy A. "Buck" Mercer
Vice President Government Services

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

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

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

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

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

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

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

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

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

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

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

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

NEW ORLEANS
630 Jackson Ave.
New Orleans, LA 70130
(504) 529-7546

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

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

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

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

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

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

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

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

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

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

Dispatchers' Report for Great Lakes

JULY 16 — AUGUST 15, 1997

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	34	8	0	29	5	0	5	3
ENGINE DEPARTMENT									
Algonac	0	16	3	0	12	3	0	4	0
STEWARD DEPARTMENT									
Algonac	0	7	2	0	4	1	0	4	1
ENTRY DEPARTMENT									
Algonac	0	37	19	0	25	8	0	12	11
Totals All Depts	0	94	32	0	70	17	0	25	15

*"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

JULY 16 — AUGUST 15, 1997

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	10	0	0	3	0	0	10	2	0
Gulf Coast	5	0	5	5	2	3	9	1	13
Lakes, Inland Waters	22	0	0	14	0	0	42	0	0
West Coast	4	0	2	9	0	1	6	1	10
Totals	41	0	7	31	2	4	67	4	23
ENGINE DEPARTMENT									
Atlantic Coast	2	0	0	1	0	0	2	1	1
Gulf Coast	1	0	4	1	0	4	3	0	10
Lakes, Inland Waters	10	0	0	4	0	0	19	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	13	0	4	6	0	4	24	1	11
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	0	0	0	0	0	0	3
Lakes, Inland Waters	10	0	0	0	0	0	9	0	0
West Coast	1	0	0	0	0	0	3	1	0
Totals	12	0	0	0	0	0	14	1	3
Totals All Depts	66	0	11	37	2	8	105	6	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.

PIC-FROM-THE-PAST

This photograph, sent to the *Seafarers LOG* by Pensioner **Manuel DeBarros** of North Dartmouth, Mass., was taken in 1950 aboard the *Mankato Victory*.

"We made two trips to Israel with lumber," stated DeBarros (pictured third from left, back row) in a note to the *LOG* accompanying the photo.

DeBarros, 74, who joined the SIU in 1942 in the port of Providence, R.I., sailed as a bosun. He retired in 1980.

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





Five Seafarers are joining the SIU pension rolls this month. Three sailed in the deep sea division and two shipped on the inland waterways.

Of those signing off their ships for the last time, three sailed in the deck department and two were members of the steward department.

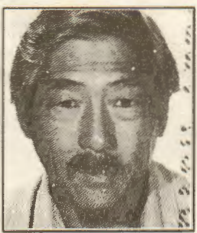
On this page, the *Seafarers LOG* presents brief biographical accounts of this month's pensioners.

DEEP SEA



GILBERTO E. BONITTO, 65, began sailing with the Seafarers in 1981 from the port of New Orleans. Born in Honduras, he worked in the steward department. Brother Bonitto last sailed aboard the *Overseas New Orleans*. He makes his home in Harvey, Ill.

LARRY E. LEE, 65, started his career with the SIU in 1980 in the port of Honolulu. A native of Hawaii, he sailed in the deck department and upgraded at the Lundeberg School in Piney Point, Md. Brother Lee last sailed aboard the *Sea-Land Pacific* and has retired to Honolulu.



PEDRO J. PEREZ, 65, started his career with the SIU in 1958 in the port of New York. A native of Puerto Rico, he sailed in the steward department and upgraded his skills at the Lundeberg School. During his union career, he was active in organizing, strikes and beefs. Brother Perez signed off the *Sea-Land Hawaii* and makes his home in Las Piedras, P.R.

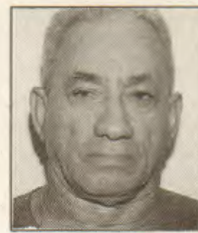
INLAND

ROBERT LEE, 60, first sailed with the Seafarers in 1963 from the port of Port Arthur, Texas. Born in



Alabama, he sailed in the deck department, advancing from deck-hand, to mate, to captain. He last sailed aboard the *Mary Moran*, operated by Moran Towing. Boatman Lee has retired to Vidor, Texas.

TOMAS PEREZ, 65, started his career with the SIU in 1976 in



Puerto Rico. Boatman Perez worked in the deck department, most recently aboard a Crowley Maritime vessel. He makes his home in Toa Alta, P.R.

Hall Center Library Adds 3 Posters To WWII Merchant Marine Exhibit

One of the nation's premier collections of World War II merchant marine posters soon will expand.

Retired SIU member **Rendich Meola**, who donated the original 25-poster set to the Paul Hall Memorial Library in July 1995, last month bestowed three additional posters to the exhibit. They will be added to the display sometime this month.

Including five others given by Meola since the collection made its debut at the facility in Piney Point, Md., the exhibit will feature 33 posters. A spokesperson from the National Archives noted that it may be among the largest displays of its kind, as relatively few of the myriad posters created during World War II focused on the merchant marine. (All but a few of those on display at the Paul Hall Center are specifically about the merchant marine.)

"I enjoy the posters being in that environment, where others can see them, instead of having them tucked away someplace," stated Meola, who sailed for three years as a deck engineer during the war. "I love the posters and I have a deep affection for the SIU."

One of the newly presented posters features a photo of a lookout and the headline "Watch Your Talk For His Sake." The words "Never mention arrivals, sailings, cargoes or destinations to anybody" appear at the bottom of the poster, printed for British Information Services in New York.

Another bears the declaration "Norway—a fighting ally!" This poster was printed in the United States in 1943 for the Royal Norwegian Information Service.

The third poster shows illustrations of five vessels and a Danish flag, with the inscription "5000 Danish Seamen Sailing for United Nations on 800,000 Tons of Danish Ships."

The exhibit is expected to remain open indefinitely.



Three new works (above) have been added to the exhibit of World War II merchant marine posters, which was installed in July 1995 at the Paul Hall Memorial Library and is expected to remain open indefinitely.

Holiday Issue of LOG to Feature Personal Greetings

As has been done in past years, this December's edition of the *Seafarers LOG* will include 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.
- ☐ 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.)
- ☐ The holiday greetings must be received no later than Monday, November 17, 1997.
- ☐ 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 popular feature, so be sure to get your message in on time.

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: _____

Final Departures

DEEP SEA

DAVID W. BARRETT

Pensioner David W. Barrett, 79, passed away March 9. Brother Barrett joined the Marine Cooks & Stewards (MC&S) in 1957, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). The San Francisco resident last sailed on the *Golden Bear* as a chief cook. Brother Barrett began receiving his pension in September 1977.

FLORENTINO BLANCO



Pensioner Florentino Blanco, 89, died June 20. He started his career with the MC&S in 1943, before that union merged with the SIU's AGLIWD. Brother Blanco last sailed as a chief steward and retired in December 1981. Born in Honduras, he was a resident of Portland, Ore.

ROBERT L. BOSTICK



Pensioner Robert L. Bostick, 81, passed away May 15. A native of Georgia, he began sailing with the MC&S in 1952 from the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Bostick resided in Redding, Calif. He began receiving his pension in September 1968.

PHILIPPE A. BOUCHER

Pensioner Philippe A. Boucher, 74, died March 17. Born in Canada, he joined the MC&S in 1952 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Boucher was a resident of San Diego and retired in November 1974.

LUIS CAMPOS



Pensioner Luis Campos, 75, passed away July 11. Brother Campos, a resident of Baltimore, started his career with the Seafarers in 1956 in the port of New York. Born in Honduras, he worked in the engine department, last sailing as a chief electrician. He started receiving his pension in March 1985.

GEORGE GIT SUN CHU

Pensioner George Git Sun Chu, 82, died February 21. Born in Honolulu, he joined the MC&S in 1937, before that union merged with the SIU's AGLIWD. A resident of Honolulu, Brother Chu began receiving his pension in May 1981.

STEPHEN DIVANE

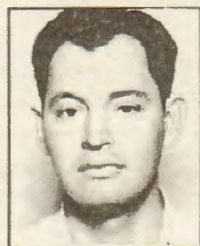


Pensioner Stephen Divane, 81, passed away May 1. He began sailing with the Seafarers in 1949 from the port of New York. Born in Ireland, he worked in the engine department as an electrician. During his union career, he was active in organizing drives and beefs. Brother Divane lived in Brooklyn, N.Y. and retired in June 1979.

RAPHAEL H. EDMOND

Pensioner Raphael H. Edmond, 81, passed away July 8. Born in Texas, he joined the MC&S in 1959 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Edmond last sailed as a chief steward. The Berkeley, Calif. resident began receiving his pension in November 1981.

ENRIQUE R. GONZALEZ



Pensioner Enrique R. Gonzalez, 71, died July 2. A native of Texas, he started his career with the Seafarers in 1950 in the port of New York.

Brother Gonzalez sailed in the engine department and upgraded his skills at the Lundeberg School. A resident of Houston, he retired in May 1988. From 1944 to 1946, he served in the U.S. Navy.

JAMES A. HAMMOND



Pensioner James A. Hammond, 76, passed away July 5. Brother Hammond first sailed with the SIU in 1942 from the port of Philadelphia. A native of Oklahoma, he worked in both the steward and deck departments. Brother Hammond, who resided in Paris, Texas, began receiving his pension in October 1985.

KATHRYN REINOLDS HARPER



Pensioner Kathryn Reinolds Harper, 71, died July 24. Born in Oklahoma, she joined the MC&S in 1966 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Sister Harper was a resident of San Diego and retired in November 1986.

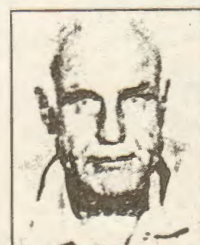
PAUL L. HERRMANN

Pensioner Paul L. Herrmann, 90, passed away July 5. He began his sailing career with the MC&S in 1950 from the port of San Francisco, before that union merged with the SIU's AGLIWD. Born in Yugoslavia, Brother Herrmann lived in San Diego. He began receiving his pension in March 1975.

RICHARD E. HOKANSON

Pensioner Richard E. Hokanson, 79, died May 13. Born in Washington, he joined the MC&S in 1953 in the port of Seattle, before that union merged with the SIU's AGLIWD. Brother Hokanson last sailed as a chief steward. The Seattle resident retired in December 1969.

EDWIN D. JOHNSON



Pensioner Edwin D. Johnson, 73, died June 7. Brother Johnson started his career with the Seafarers in 1966 in the port of San Francisco. Born in Michigan, he sailed in the deck department. Brother Johnson was a resident of Hot Springs, Ark. and retired in December 1987.

ELIJAH HOLMES

Pensioner Elijah Holmes, 76, passed away March 6. A native of

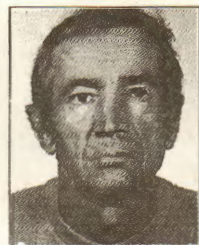
Louisiana, he first sailed with the MC&S in 1945 before that union merged with the SIU's AGLIWD. A resident of Seattle, Brother Holmes began receiving his pension in July 1974.

RHYS W. JONES



Rhys W. Jones, 55, passed away March 15. Born in Connecticut, he began sailing with the SIU in 1960 from the port of Detroit. Starting out in the Great Lakes division, he later transferred to deep sea vessels. Brother Jones worked in the engine department, last sailing in 1975. He was a resident of Gaithersburg, Md.

ANDREW F. KAMEDRA



Pensioner Andrew F. Kamedra, 78, died June 13. He started his career with the Seafarers in 1947 in the port of Baltimore. Born in Czechoslovakia, he sailed in the engine department. A resident of Houston, Brother Kamedra began receiving his pension in February 1987.

JACK D. KINGSLEY



Pensioner Jack D. Kingsley, 63, passed away June 18. A native of Indiana, he began sailing with the SIU in 1966 from the port of San Francisco. Brother Kingsley worked in the deck department and upgraded at the Lundeberg School in Piney Point, Md., where he graduated from the bosun recertification program in 1975. From 1951 to 1961, he served in the U.S. Navy. A resident of Fairfield, Calif., he retired in September 1996.

MICHAEL KINNEY



Michael Kinney, 76, died May 20. Brother Kinney started his career with the Seafarers in 1957 from the port of New York. The New York native sailed in the engine department and upgraded at the Lundeberg School. During World War II, he served in the U.S. Army. Brother Kinney was a resident of Binghamton, N.Y.

THOMAS T. KIRBY



Pensioner Thomas T. Kirby, 73, passed away July 6. Born in Texas, he joined the SIU in 1961 in the port of Houston. Brother Kirby sailed in the steward department and upgraded at the Lundeberg School where he completed the steward recertification course in 1980. He was a veteran of World War II, having served in the U.S. Army from 1940 to 1944. Brother Kirby began receiving his pension in October 1988.

CHUNG LOUIE

Chung Louie, 63, passed away April

21. Born in China, he joined the MC&S in 1972 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Louie attended the MC&S training school in 1978. The San Francisco resident last sailed in 1985 aboard the *President Lincoln*, operated by American President Lines.

HENRY J. KOPPERSMITH



Pensioner Henry J. Koppersmith, 68, died June 27. He began sailing with the Seafarers in 1946 from the port of Mobile, Ala. The Alabama native sailed in the steward department. Brother Koppersmith, who was a resident of Mobile, retired in October 1986.

AULTMAN LUKE

Pensioner Aultman Luke, 83, died November 19, 1996. Brother Luke started his career with the MC&S in 1944 in the port of New York, before that union merged with the SIU's AGLIWD. The Georgia native last sailed as a chief steward. He lived in New Windsor, N.Y. and began receiving his pension in June 1970.

RAYMOND J. MACHAJ



Raymond J. Machaj, 41, passed away July 14. A native of California, he graduated from the Lundeberg School's entry level training program in 1974 and joined the Seafarers in the port of Piney Point, Md. His first ship was the *Tamara Guilden*. Brother Machaj sailed in the engine department and frequently upgraded at the Lundeberg School. He was a resident of Las Vegas.

CHARLES F. MANN



Pensioner Charles F. Mann, 64, died July 12. He began sailing with the SIU in 1962 from the port of New York aboard the *Globe Explorer*. Starting out in the steward department, he later transferred to the deck department and upgraded at the Lundeberg School. Brother Mann was a resident of Jesup, Ga. and began receiving his pension in December 1993. From 1952 to 1954, he served in the U.S. Army.

CHARLES E. PERDUE



Pensioner Charles E. Perdue, 70, passed away June 9. Brother Perdue first sailed with the Seafarers in 1951 aboard the *Warrior*, a Waterman Steamship Corp. vessel. Born in Texas, he sailed in both the engine and deck departments. From 1946 to 1947, he served in the U.S. Navy. Brother Perdue, a resident of New Orleans, retired in December 1990.

LAWRENCE PARKER

Pensioner Lawrence Parker, 76, passed away March 10. Born in Texas, he joined the MC&S, before that union merged with the SIU's AGLIWD. The Berkeley, Calif. resident retired in September 1973.

LLOYD W. PARKER

Pensioner Lloyd W. Parker, 73, died March 20. A native of Wisconsin, he started his career with the MC&S in 1954 in the port of San Francisco, before that union merged with the SIU's AGLIWD. He last sailed as a chief steward. The Centralia, Wash. resident began receiving his pension in September 1973.

JOSE D. PINEIRO

Pensioner Jose D. Pineiro, 84, died July 1. A resident of Brooklyn, N.Y. and a charter member of the SIU, he joined the union in 1939 in the port of Baltimore. Born in Puerto Rico, he sailed in the engine department. During his union career, he was active in organizing drives and beefs. Brother Pineiro began receiving his pension in July 1977.

ERNEST C. PONSON



Pensioner Ernest C. Ponson, 77, passed away July 7. Born in Louisiana, he started his career with the Seafarers in 1947 in the port of New Orleans. He sailed in the steward department and attended an educational conference at the Lundeberg School. He served in the U.S. Army from 1941 to 1945. Brother Ponson, a resident of Mandeville, La., retired in October 1984.

RICHARD L. RODGERS

Pensioner Richard L. Rodgers, 59, died July 12. He graduated from the Andrew Furuseth Training School in 1962 and joined the SIU in the port of New Orleans. His first ship was the *Keva Ideal*. A native of Louisiana, he sailed in the engine department and upgraded his skills. Brother Rodgers was a resident of Houston and began receiving his pension in May 1996.

MASON R. SCOTT

Pensioner Mason R. Scott, 77, passed away July 14. Brother Scott began sailing with the Seafarers in 1948 from the port of Mobile, Ala. Born in the Cayman Islands, he sailed in the deck department and retired in November 1980. He was a resident of Jacksonville, Fla.

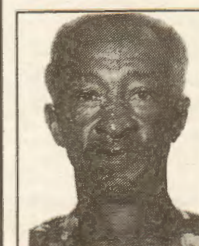
STEVE TONG

Pensioner Steve Tong, 84, died July 19. Born in China, he joined the MC&S in 1947 in the port of San Francisco, before that union merged with the SIU's AGLIWD. A resident of San Francisco, Brother Tong began receiving his pension in December 1974.

THOMAS L. WHITE

Pensioner Thomas L. White, 96, passed away May 12. Brother White joined the MC&S in the port of San Francisco, before that union merged with the SIU's AGLIWD. Born in Oklahoma, he lived in Oakland, Calif. and retired in June 1969.

JOHN H. WILLIS



John H. Willis, 60, passed away July 15. He started his career with the Seafarers in 1989 in his native Mobile, Ala. He worked in the steward department, last sailing as a chief cook. From 1954 to 1957, he served in the U.S. Army. Brother Willis was a resident of Mobile.

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.

LNG VIRGO (ETC), March 9—Chairman Jack Rhodes, Secretary Glenn Williams, Educational Director Gary Frazier, Deck Delegate Bobby Branham, Engine Delegate Randy McKenzie, Steward Delegate Ralph McKee. Secretary discussed new LNG courses offered at Lundeborg School and urged members to get STCW identification certificate. Educational director reminded crew to upgrade to secure good shipboard jobs and keep informed through *Seafarers LOG*. Deck delegate asked chief cook to serve early meals for ABs on watch while in port of Japan. No beefs or disputed OT reported. Crew asked contracts department for information on the Seafarers Money Purchase Pension Plan. Crew thanked galley gang and extended special welcome to Chief Steward Williams who joined vessel in Osaka, Japan. Crew requested new chipping guns. Next port: Bontang, Indonesia.

SEA-LAND DISCOVERY (Sea-Land Service), May 4—Chairman Mark Stevens, Secretary Richard Riley, Educational Director Roger Wasserman, Engine Delegate Michael Bautist, Steward Delegate George Boop. Chairman advised crewmembers to comply with the "preamble" and "obligation" printed inside union books. He urged ship's delegates to take care of union duties. Educational director encouraged members to upgrade and keep up with SIU news through *Seafarers LOG*. Treasurer announced \$145 in ship's fund. No beefs or disputed OT reported. Bosun asked crewmembers to respect the no smoking policy in crew lounge and keep quiet while others are sleeping. Next port: Oakland, Calif.

DUCHESS (Ocean Duchess, Inc.), June 13—Chairman R.E. Allen, Secretary Raymond Jones, Steward Delegate Mariano Norales. Chairman announced payoff in port of Savannah, Ga. He advised members to apply for training record books (TRBs). Educational director urged crewmembers to take advantage of upgrading opportunities available at Piney Point. Treasurer announced \$80 in ship's fund. No beefs or disputed OT reported. Crew requested new dryer and flexible hose attachment.

OSPREY (Osprey-Acomarit), June 8—Chairman Robert Lindsay Jr., Secretary Kevin Marchand, Educational Director Rich Williams, Deck Delegate Michael Williams. Chairman informed crew of payoff in Savannah, Ga. and reported contracts received from SIU headquarters. Educational director stressed importance of safety at sea and upgrading at Paul Hall Center. Deck delegate reported disputed OT, and all three departments reported beefs. Crew listed shipboard repairs and equipment needed. Crew notified *Seafarers LOG* of rescue of a Russian mariner in the Aegean Sea and noted photos will be sent.

MAERSK TENNESSEE (Maersk Lines), June 27—Chairman Ben

Born, Secretary Dwight Wuerth, Educational Director Cliff Evans, Deck Delegate Juan Rochez, Steward Delegate Brian Powell. Chairman reported new washers and dryers scheduled for delivery. Bosun noted smooth sailing and reminded crewmembers to shampoo carpets before signing off vessel. Secretary commended crew on good voyage and stated "it has been a pleasure working on the new Maersk vessel." Educational director reminded crewmembers to apply for training record books (TRBs). He informed crew all information concerning TRB applications may be found in the May and June 1997 issues of *Seafarers LOG*. Treasurer announced \$150 in ship's fund. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Chairman noted new linens received and reported company is responding to all crewmembers' needs. Members thanked contracts department for sending copies of agreement to ship. Next port: Charleston, S.C.

SEA-LAND ATLANTIC (Sea-Land Service), June 6—Chairman Bill Stoltz, Secretary Edward Porter. Crew requested information on Seafarers Welfare and Vacation Plan benefits. Bosun requested new chairs for his room. Electrician reported new tiles needed for deck.

SEA-LAND DISCOVERY (Sea-Land Service), June 29—Chairman N. Sala, Secretary Vainu'u Sili, Educational Director George Gill, Engine Delegate Michael Bautista, Steward Delegate Efen Ancheta. Chairman suggested crew read *Seafarers LOG*. He noted a patrolman will meet ship in port of Honolulu. No beefs or disputed OT reported. Crew thanked steward department for job well done. Next port: Oakland, Calif.

GALVESTON BAY (Sea-Land Service), July 25—Chairman James E. Davis, Secretary Danny Brown, Educational Director Herman Manzer, Deck Delegate Tom Prather, Engine Delegate Jimmy Sabga, Steward Delegate Lonzel Sykes. Chairman announced payoff upon arrival in port of Elizabeth, N.J. He advised crewmembers wage, overtime and vacation pay increases take effect July 1. Secretary urged members to donate to SPAD. Educational director encouraged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew thanked Bosun Davis for putting video library together. Crewmembers thanked galley gang for job well done. Members observed moment of silence for departed SIU brothers and sisters. Next port: Norfolk, Va.

GREEN ISLAND (Waterman Steamship), July 20—Chairman Russell Barrack, Secretary Claude Hollings III, Educational Director Thomas Stead, Deck Delegate Donald Davis, Engine Delegate Chris Suazo, Steward Delegate Luis Lopez. Secretary reported fresh fruit, vegetables and

milk will be brought aboard when ship docks in Morehead City, N.C. Educational director discussed importance of donating to SPAD and upgrading at Lundeborg School. Chairman noted mail with LOGs and contracts was opened before he received them. No beefs or disputed OT reported. Crewmembers extended special vote of thanks to steward department for job well done. Crew noted captain is not allowing crewmembers to use shipboard phone and asked union headquarters if this is permissible. Next ports: Morehead City and New Orleans.

LIBERTY SPIRIT (Liberty Maritime), July 6—Chairman Terry Cowans, Secretary Paul Stubblefield, Educational Director Torry Kidd. Chairman reminded crew to clean rooms and collect personal gear before signing off vessel in shipyard. Secretary asked crewmembers to turn in linens and keep noise down in passageways. Educational director urged members to take advantage of upgrading opportunities available at Piney Point. No beefs or disputed OT reported. Steward announced freezer will be repaired in shipyard. Crew thanked members of galley gang. AB Moto Anzulovich expressed appreciation to crew for an enjoyable tour of duty. Crewmembers, in turn, noted he was a pleasure to sail with. Next port: Mobile, Ala.

LNG ARIES (ETC), July 6—Chairman Rafael Pereira, Secretary Doyle Cornelius, Educational Director Dasril Panko, Deck Delegate Stephen Votta, Engine Delegate Larry Pittman, Steward Delegate Judith Chester. Chairman thanked crewmembers for smooth voyage and a job well done. Educational director reminded crew to attend LNG courses at the Lundeborg School. Treasurer announced \$894 in ship's fund. No beefs or disputed OT reported. Crew thanked steward department for job well done and noted entire crew enjoyed July 4 pool party.

OOCL INSPIRATION (Sea-Land Service), July 13—Chairman Ross Lyle, Secretary Hasan Rahman, Engine Delegate Steve Kues, Steward Delegate Charles Ratcliff. Chairman announced payoff upon arrival in Charleston, S.C. on July 17. No beefs or disputed OT reported.

OVERSEAS MARILYN (Maritime Overseas), July 13—Chairman James Fox, Secretary R. Ascone, Educational Director James Badgett, Engine Delegate Junious Williams, Steward Delegate Joe Clark. Educational director stressed importance of upgrading at Paul Hall Center and applying for STCW identification certificates and training record books (TRBs). Chairman discussed letter from union headquarters concerning the TRB. No beefs or disputed OT reported. Crew extended special vote of thanks to galley gang for job well done.

SEA-LAND CRUSADER (Sea-Land Service), July 24—Chairman Roberto Diaz, Secretary Udjang Nurdjaja, Deck Delegate Albert Wambach, Educational Director Oswald Bermeo, Steward Delegate Hazel Johnson Jr. Educational director urged members to attend upgrading courses at Piney Point. No beefs or disputed OT reported.

SEA-LAND DEVELOPER (Sea-Land Service), July 14—Chairman Ernest Duhon, Secretary Frank

Sison, Educational Director Edmond Hawkins, Engine Delegate Samuel Addo, Steward Delegate Ronald Dewitt. Educational director encouraged members to upgrade at Lundeborg School. No beefs or disputed OT reported. Next port: Tacoma, Wash.

SEA-LAND ENDURANCE (Sea-Land Service), July 6—Chairman Christian Christensen, Secretary Ray Garcia, Educational Director George Evosevich, Deck Delegate Matthew Knud-

ships." New TV, VCR and chairs requested for crew lounge. Next port: Charleston, S.C.

SEA-LAND LIBERATOR (Sea-Land Service), July 20—Chairman Joel Miller, Secretary Ruben Casin Jr., Educational Director Mark Serlis, Engine Delegate John Wong, Steward Delegate Barry Alviso. Chairman announced crew change in port of Hong Kong. No beefs or disputed OT reported. Next port: Long Beach, Calif.

Mahi Mahi Galley Draws Praise



High praise was accorded the three-man steward department aboard the *Mahi Mahi* by Chief Mate Jeremy Bert and the entire crew of the Matson vessel. "This department has put out such excellent chow," wrote Bert in a letter accompanying the above photo, "that we thought we were on a passenger ship." From the left are Utility Kassem Ahmed, Chief Steward Sivasu Laupati and Chief Cook Dante Cruz.

sen, Engine Delegate Julio Paminiano, Steward Delegate Clodualdo Gomez. Chairman announced 1997 pay increase now effective and urged members to donate to SPAD. He asked crew to keep living spaces clean and upgrade skills at Piney Point when possible. Members were informed that Mark Hurley, a former Marine Cooks & Stewards member, is now a Catholic bishop and will be aboard vessel until port of Hong Kong. Secretary reminded members to keep credentials up-to-date. Educational director advised crew sanitation, safety and training films available and urged everyone to "think safety" at all times. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Crewmembers gave special vote of thanks to Utility Larry Lopez for maintaining excellent sanitary conditions of shipboard living areas. Next port: Long Beach, Calif.

SEA-LAND HAWAII (Sea-Land Service), July 21—Chairman Jim Carter, Secretary Glenn C. Bamman, Educational Director Daran Ragucci, Deck Delegate Brad Brunett, Engine Delegate Jose Perez, Steward Delegate David Valle. Educational director urged members to read contract. No beefs or disputed OT reported. Crew noted TV antenna needs to be connected. Crew thanked galley gang for job well done. Next ports: Elizabeth, N.J.; San Juan, P.R.; Rio Haina; Houston and New Orleans.

SEA-LAND INTEGRITY (Sea-Land Service), July 20—Chairman Willie Marsh, Secretary John Platts, Educational Director Clarence Laugford, Engine Delegate Jeffrey Hailstone. Educational director reminded members to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Crew thanked steward department members Chief Cook Platts and SA Charles Autry for superb job. Crew commended galley gang on the meals and salad bar which "were as excellent as food found aboard passenger

SEA-LAND NAVIGATOR (Sea-Land Service), July 13—Chairman Werner Becher, Secretary Lynn McCluskey, Educational Director Daniel Dean, Deck Delegate Robert Natividad, Engine Delegate Mel Ferguson, Steward Delegate Thomas Gingerich. Chairman discussed training record books (TRBs) and encouraged members to apply for book as soon as possible. He reported payoff upon arrival in port of Tacoma, Wash. Educational director advised members to upgrade at Lundeborg School. No beefs or disputed OT reported. Crew requested new VCR. Next ports: Tacoma and Oakland, Calif.

SEA-LAND PERFORMANCE (Sea-Land Service), July 6—Chairman Eugene Grantham, Secretary Ed Collins, Educational Director William F. Payne, Deck Delegate Kaare O'Hara, Engine Delegate Brian Wilder, Steward Delegate Donald Huffman. Chairman announced ship scheduled for payoff July 9 upon arrival in port of Charleston, S.C. He thanked crew for two good voyages aboard vessel and reminded members to donate to SPAD. Secretary thanked crewmembers for helping keep ship's pantry clean. Educational director advised Seafarers to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Next ports: Charleston; Port Everglades, Fla. and Houston.

SEA-LAND TRADER (Sea-Land Service), July 20—Chairman Loren Watson, Secretary Joseph Laureta, Educational Director M. Sabin. Chairman asked contracts department to clarify time off for members. Treasurer announced \$38 in ship's fund. No beefs or disputed OT reported. Bosun asked crewmembers to put needed work on repair list. He urged members to apply for training record books (TRBs). Steward noted he will be taking time off while ship is docked in Guam. Crew extended vote of thanks to steward department for job well done.



Chief Cook Cecilio Saurez ensures that chicken, hot dogs and hamburgers are properly grilled.



Fellow crewmembers aboard the cable ship *Charles L. Brown* recently praised the work of (from left) Chief Cook Cecilio Saurez, Cook-Baker Josue Iglesia, Chief Steward Edward Dunn and the rest of the steward department.

Crew Rates Charles Brown Good Feeder

Chief Steward Edward Dunn knows it's an old saying, but it is true.

"A well-fed crew is a happy crew," the Seafarer remarked after a recent shipboard union meeting on the cable ship *Charles L. Brown* in the port of New York.

Dunn's shipmates apparently agree, as they gave the entire steward department a vote of thanks for an outstanding job during voyages this summer. They noted that weekly barbecues while the vessel was in St. Thomas proved particularly tasty.

During the meeting, Seafarers discussed the

importance of maintaining the Jones Act, monitoring the voting records of their representatives on Capitol Hill, and performing their respective jobs in the most efficient, safest manners possible.

"They also praised the union for the smooth transition when the cable ships were sold," noted SIU Patrolman Sean Ryan.

The *Charles L. Brown* and its sister ships—the *Global Link*, *Global Mariner*, *Global Sentinel* and *Long Lines*—were sold earlier this year by AT&T to Tyco International. They remain under SIU contract, with an agreement that lasts until 2001.



Seafarers enjoy a cookout while SA Rodrica Jimenez (right photo) takes a well-earned rest.

Hospital Ship Mercy Transfers to San Diego

The Seafarers-crewed hospital ship *USNS Mercy*, based at the U.S. Naval Supply Center in Oakland, Calif. for the past 10 years, recently relocated to San Diego.

According to the U.S. Military Sealift Command (MSC), the transfer allows the vessel to be close to Balboa Naval Medical Center in San Diego, where most of the ship's medical support personnel are stationed. In the event of a call-up, the Balboa personnel will report aboard the *USNS Mercy*. Previously, the ship's mobilized medical staff came from the Naval Medical Center in Oakland, a facility closed last year, noted MSC.

A former oil tanker converted to a hospital ship in the mid-1980s, the *USNS Mercy* is part of MSC's

Ready Reserve Fleet (RRF). It typically remains in reduced operating status (ROS). When fully activated, it can accommodate about 1,200 medical support personnel.

The vessel features 12 operating rooms, various medical and pharmaceutical labs, burn-care units, 1,000 patient beds, a large helicopter landing deck and more.

MSC pointed out that the ship was stationed in the Persian Gulf during Operation Desert Shield/Desert Storm from August 1990 until April 1991. Its medical staff also treated more than 60,000 patients during a four-month humanitarian mission in the Philippines and the South Pacific in 1987.

Camaraderie Abounds Aboard RO/RO



Camaraderie was evident during a recent voyage aboard the *Senator*, a roll-on/roll-off ship that traveled from Port Everglades, Fla. to Costa Rica and Panama. Above left (from left), AB Homer McField, Bosun Herbert Charles and AB Mark Kerr pose for a photo after working on the deck. Above right (from left), Chief Cook George Monseur, Chief Steward Pat Caldwell, QMEDs Charles Chancey, Michael McClinton and Tom Curtis and AB Mark Kerr are ready for a shipboard cookout.

Labor Federation Outlines NAFTA's Numerous Flaws

The North American Free Trade Agreement (NAFTA) has not lived up to its promise of economic development in the United States and Canada but instead has led to the loss of hundreds of thousands of jobs and an increase in Americans' exposure to hazardous foods, illegal drugs and unsafe trucks.

That is the response of the AFL-CIO to the Clinton Administration's three-year report on NAFTA that claims the trade agreement has had a positive economic impact on the U.S., Canada and Mexico. The federation of trade unions insists that the report is "incomplete and misleading" because it fails to recognize the major flaws in the agreement.

"The basic facts are clear. NAFTA was to have created jobs in the United States and guaranteed prosperity and stability in Mexico. Instead, NAFTA has contributed to increased inequality in all three North American countries," the AFL-CIO said.

Supporters of NAFTA, an economic treaty among the U.S., Mexico and Canada, claimed it would create jobs by eliminating so-called trade barriers. The pact was vehemently opposed by the SIU and other affiliated unions of the AFL-CIO (as well as numerous citizens' groups and many lawmakers), who predicted the pact would cause massive job loss in America and would encourage further exploitation of Mexican workers.

Impact on Workers

In their arguments in favor of NAFTA, advocates noted the U.S. would gain 14,000 new jobs for every billion dollars in exports. However, the U.S. has lost \$30 billion in trade since the implementation of NAFTA. Under the formula promoted by the pact's supporters, this would mean approximately 420,000 U.S. jobs have been lost.

Not only have thousands of Americans lost their jobs because of NAFTA, but the great majority of displaced workers have not received the financial assistance and job retraining benefits that were promised in the original agreement.

The U.S. Labor Department recently certified that of those workers displaced by the pact, only 5 percent had completed retraining and only 3 percent had received the financial assistance that was pledged by the administration. Additionally, some of the workers who did not apply for government assistance after losing their jobs when plants closed and moved south of the border found new lower-paying positions (often without benefits) in their communities.

Mexican workers also have suffered since NAFTA was implemented in 1994. Their wages decreased from an average of \$1.58 an hour in 1990 to \$1.51 an hour in 1995.

The Decline

"The real problem with NAFTA is that it represents precisely the wrong development

strategy—for the United States, as well as for Mexico and Canada. NAFTA rewards and encourages companies that abandon their U.S. production facilities in order to take advantage of low wages and lax enforcement of labor and environmental standards in Mexico," noted the AFL-CIO.

NAFTA provides no concrete incentive for U.S. companies to pay decent wages, respect basic workers' rights, or safeguard the environment in Mexico. It protects the rights of investors and patent-holders, while leaving workers and the environment vulnerable and their programs underfunded, the AFL-CIO report added.

"By increasing the mobility and flexibility of multinational corporations, NAFTA eroded the bargaining power of North American workers and put downward pressure on wages and working conditions," stated the labor federation. As a result, many U.S. employers now threaten to move jobs to Mexico whenever employees ask for reasonable wages and raises.

Cornell University recently released a study of 600 companies where workers were trying to organize or were in the process of negotiating their first contract. The study found that 62 percent of the companies at some point had threatened to close all or part of their plants rather than negotiate for union benefits. According to the Cornell study, many of the company owners said explicitly they would move to Mexico.

In addition, while some statistics perhaps may be manipulated to make a case for or against the pact, there is no questioning that the U.S. trade deficit with Mexico and Canada has quadrupled since NAFTA began. It has increased from \$9 billion in 1993 to \$39 billion in 1996—contrary to predictions of a sizable and growing trade surplus from NAFTA's proponents. Also, since NAFTA began, Mexico battled an economic depression and Canada has been hit with stagnant wages and slow growth.

According to a recent NBC/*Wall Street Journal* poll, 43 percent of the general public believes NAFTA has had a negative impact on the United States. Only 28 percent of those surveyed believe the effects have been positive.

"When we assess the impact of NAFTA, we should not compare it to a world of no trade between the United States, Mexico and Canada, but rather to a world with a different kind of trade agreement—one that protects workers, communities and the environment, as well as business interests. This was the kind of agreement we advocated for in 1993 and that we advocate today," concluded the AFL-CIO report.

Seafarers are encouraged to contact their elected representatives in Washington and urge them to oppose the expansion of NAFTA while helping negotiate a new trade agreement that avoids the mistakes of NAFTA.

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 and their families and will publish them on a timely basis.)

The Real Man Behind the Obit

In the [July 1997] issue of the *Seafarers LOG*, I came across a picture of an old friend. It was not a good picture. How many are? The dozen or so lines of biographical information accompanying the picture fell woefully short of explaining this simple, complex, intelligent, fun-loving individual. Most obituaries do.

I first met Harold "Mickey" Spillane in New York. We were shipmates and watch partners. A mutual friend came with me to the room. Mickey was horizontal on his bunk. His hands were clasped on his chest. He looked too peaceful to disturb, but my companion continued to tug on his sleeve. He soon got the message. He sat straight up, thrust his hand and arm in my direction and said, "I'm Able Seaman Harold W. Spillane; they call me Mickey for obvious reasons." He just as quickly assumed his original position. You had to like that.

At a glance, I pictured a full mane of silky (not gray) hair, almost albino-like pink skin, and what could have been clear blue eyes but for the lack of Vaseline. It was the beginning of a long and treasured friendship.

From the 1950s on, many rank-and-file members, as well as

officials, got to know Mickey as a strong union man who never turned down a brother in need. Using two clichés to describe Mick may upset a grammatical balance, but he was one of a kind. After they made him they threw away the mold. I heard so many times, from so many people, what he could have been.

Mickey was a piece of a puzzle. He fit perfectly. I'm grateful for having been a part of the overall picture.

I had a drink today to celebrate a life—not a death. Rest in peace, good buddy.

Anthony Notturmo (retired)
Villas, N.J.

Seafaring Commitment Provides Good Life

First of all, I would like to thank the SIU for financially enabling me and my husband to acquire the quality of life we have right now.

My husband, Don Irvine, has been with the union for about 15 years—and most likely will be until he retires. Having been a merchant seawoman myself (I worked with American Hawaii Cruises for eight years), I know it is not easy to be on ships for months at a time. However, I strongly feel that it takes a very special person to be able to become a merchant mariner.

In my days on the *Indy* (as the *SS Independence* was, and still is, affectionately called), I have seen people come and go. Most often I hear, "No, this is not the kind of job for me, this is too hard."

My point is, merchant

mariners like my husband and all those who have stuck it out and have held such passion for sailing are very special people. Shipping is not for everybody. It takes a lot of patience, industry and tolerance for other people to survive in this career.

So, for those who are "rookies" in the field, shipping is not just a "job," it is a commitment. Once that commitment is established, passion flares. And of course, with passion comes love. And people who love are very special indeed.

So, kudos to all merchant mariners. You might not realize how important you all are (especially those of you who sacrifice being away from your loved ones) and how much dignity is tied to what you do.

Vicky Irvine
Sparks, Nev.

Swapping Sea Stories in Mobile



The union hall in Mobile, Ala. is a great place to meet fellow Seafarers, apply for vacation benefits, catch up on claims paperwork and chat about life in general. From the left are SA Jerry Watkins, SA Erric Garror, AB Michael Jackson, Recertified Steward Albert Coale and (standing) Retiree Fred Lindsey, catching up on what is happening in their lives.

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.

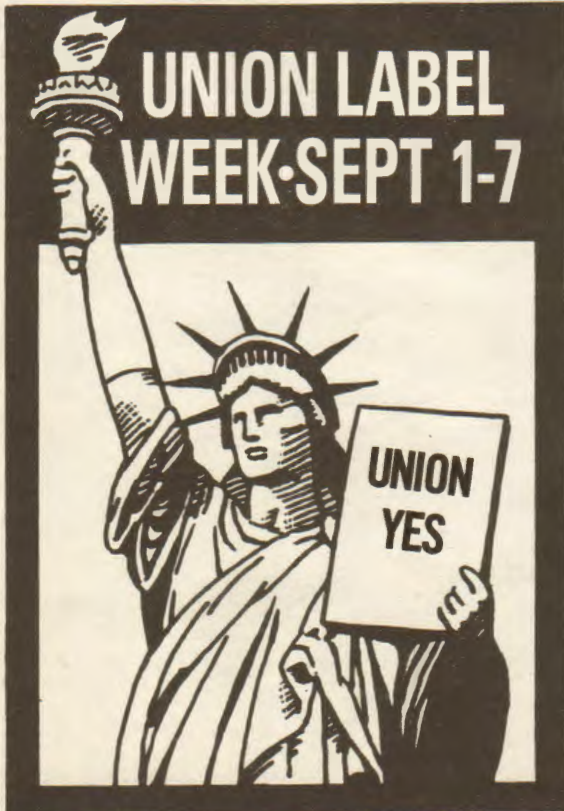
NOTIFYING THE UNION—If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President Michael Sacco at headquarters by certified mail,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

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



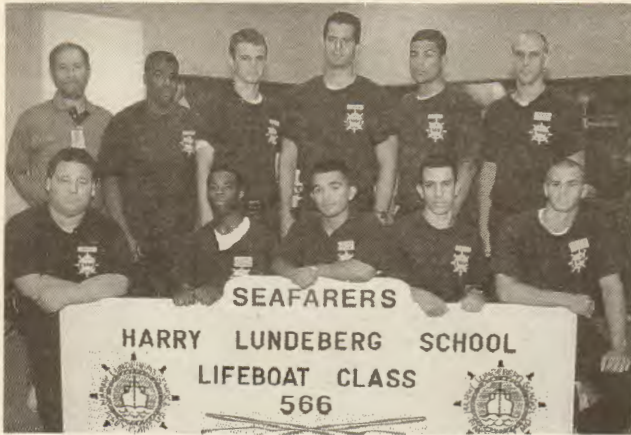
Don (who just finished a tour aboard the *Sea-Land Spirit*) and Vicky Irvine are grateful to the SIU for the quality of their lives.

UNION LABEL
WEEK-SEPT 1-7



Union Label & Service Trades Dept., AFL-CIO

Lundeberg School Graduating Classes



Trainee Lifeboat Class 566—Graduating from trainee lifeboat class 566 are (from left, kneeling) Christopher Swanson, Richard Jefferson, William Maggio II, Michael Cahl, Jeremiah Goldsberry, (second row) Ben Cusic (instructor), Samuel Taylor III, Edward Dowling, Paul Phaneuf, Linnell Coleman Jr. and Jon Ledford.



Celestial Navigation—The six-week course in celestial navigation was completed July 7 by (from left) Kevin Gatling, Vincent Ippolito, Brad Wheeler (instructor) and Walter Ratcliffe.



Radar—Posing with their instructor are Seafarers who graduated from the radar class on July 7. From the left are Brad Wheeler (instructor), Charles Taylor, Chad Macauley, David Collins and Calvin Patterson.



Welding—Upgrading members of the engine department completing the welding course on June 2 are (from left, kneeling) Bryan Iverson, Higold Schultze, Michael Brown, (second row) Milton Greene Jr., DiMarko Shoulders Sr., Charles Hadley and Ralph Gosnell (instructor). Not pictured is Stephen Roberts.



Steward Cook and Baker—Completing the steward department course on June 19 are (from left, kneeling) Stephanie Vogel, Robbie Ballard, Mohamed Adam, (second row) Glenn Toledo, William Churney, Denis Burke, Maria Torreon (chef instructor) and Ed White (chef instructor).



LNG Recertification—LNG recertification is one of the safety specialty courses conducted at the Lundeberg School. Completing this course on June 20 are (from left, kneeling) John Smith (instructor), William Rios, David Wakeman, Robert Rice, (second row) Charles Kahl, Lovell Panniel, Robert Brown, David Caudill, Marvin Chester and Albert Fretta.



Advanced Firefighting—SIU members receiving their advanced firefighting endorsements on July 16 are (from left, kneeling) Chad Macauley, Richard Grubbs, Charles Taylor, Anthony J. Sabatini, Rick Redmond (instructor), Lenides Bacal, (second row) Afrizal Efly, Carl Davis, James Frank, Susanne Cake, James Cunningham, Bobby Belches, Bryan Iverson, (third row) James Shepard, Joseph Violante and Daniel Vazquez.



Basic Electronics—Receiving certification for completion of the basic electronics course on June 19 are (from left, kneeling) Nick Marrone Sr. (assistant instructor), Richard Hannon, Keith Oyay, Miguel Rivera, (second row) Robert Richer, Russ Levin (instructor), John Yarber, Gary Mitchell, Monte Pryor, George Henderson and Rick Kern.

Tanker Assistant DL

Receiving their endorsements from the tanker assistant DL course on July 8 are SIU members (from left, kneeling) James Triassi, Gregory Stone, Robbie Bollard, Mohamed Jamal, Abdulrahmen Al-Okaish, Glenn Toledo, Stephanie Vogel, (second row) Jim Shaffer (instructor) Eugenio Cabral Jr., Nancy Heyden, Vicki Holloway, Donald Sneed, Kim Tye, James Inskeep, Roderick Gordon, (third row) Faustino Castillo, Ricky Williams, Brandy Carter, Lee Pullman, William Churney and Matthew Holley.



LUNDEBERG SCHOOL 1997 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between October through December 1997 at the Seafarers Harry Lundeborg School of Seamanship located 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.

Please note: the staff of the Paul Hall Center is working on its 1998 schedule of classes. As soon as it is completed, the *Seafarers LOG* will publish it.

Deck Upgrading Courses

Course	Start Date	Date of Completion
Lifeboatman	October 6	October 18
	November 3	November 15
	December 1	December 12
Radar Observer/Unlimited	October 6	October 17
	November 17	November 28
	December 1	December 12
Radar Recertification (one-day class)	October 16	
	November 28	
	December 11	

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	November 3	December 12
Hydraulics	October 20	November 14

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 trainee program? ☐ Yes ☐ No

If yes, class # _____

Have you attended any SHLSS upgrading courses? ☐ Yes ☐ No

If yes, course(s) taken _____

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

☐ Yes ☐ No Firefighting: ☐ Yes ☐ No CPR: ☐ Yes ☐ No

Primary language spoken _____

Steward Upgrading Courses

Course	Start Date	Date of Completion
Galley Operations	October 4	October 31
	October 18	November 14

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	October 6	October 17
	October 27	November 7
Tanker Assistant DL	October 20	November 7
	November 17	December 5
LNG Familiarization	November 17	December 5
LNG Recertification	November 3	November 21
Tankerman Barge PIC	October 20	October 31

Additional Courses

Course	Start Date	Date of Completion
English as a Second Language (ESL)	November 4	November 29
Adult Basic Education (ABE)	October 20	December 5
Lifeboat Preparation	October 20	October 31
	November 17	November 28
Introduction to Computers	Self-study	

The Academic Department will be offering a six-week course in English 101 and Mathematics 101, beginning November 10. Students will be required to attend classes a minimum of 4 days a week for two hours each class. These courses are basic requirements for the Associates Degrees in Nautical Science or Marine Engineering Technology. Other courses in the academic program will require a minimum of five persons.

With this application, **COPIES** of your discharges must be submitted showing sufficient time to qualify yourself for the course(s) requested. You also must submit a **COPY** of each of the following: the first page of your union book indicating your department and seniority, your clinic card and the front and back of your z-card as well as your Lundeborg School identification card listing the course(s) you have taken and completed. The admissions office **WILL NOT** schedule you until all of the above are received.

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

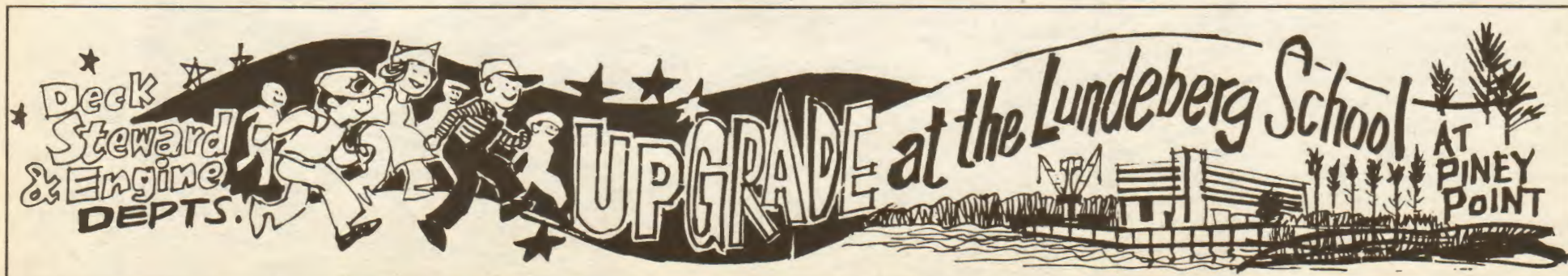
Date On: _____ Date Off: _____

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: Lundeborg School of Seamanship,
Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075.

9/97





The

Volume 59 Number 9

September 1997

Seafarers Log

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

Seafarers Scholarships

Applications now are being accepted from Seafarers and their spouses and dependent children for the 1998 Seafarers scholarship program. See page 10 for eligibility rules and information on how to obtain an application form.

Seafarer Helps Honor Hometown War Heroes

Veterans Memorial Includes Names of Mariners Killed in World War II



The Glendale-Montrose-Crescent Valley Memorial lists more than 200 names of area men and women who died during World Wars I and II, the Korean War and Vietnam.

The vitally important role of the U.S. merchant marine in World War II has been overlooked for decades by most Americans, according to Saro Koumashian.

That is why the SIU Government Services Division member made sure merchant seamen from Glendale, Calif., his home town, are part of a war veterans memorial that was dedicated on May 30.

"It is important to me that Glendale mariners who lost their lives while serving this country are honored with other area veterans," stated the QMED who has sailed aboard Military Sealift Command-Pacific fleet (MSC-PAC) vessels since 1972.

Koumashian became involved in the effort to construct a war memorial in 1993, when he was asked to represent the U.S. merchant marine on the Glendale-Montrose-Crescent Valley Veterans Memorial Committee.

Years in Planning

For three-and-a-half years, the committee planned the monument. Through fund raisers and donations, the group raised \$186,000 for the construction of four 7-foot high, 4-foot wide marble panels. The panels, located next to the Glendale City Hall, list more than 200 names of area men and women who died during World Wars I and II, the Korean War and Vietnam.

In addition, bronze medallions of the U.S. Army, Navy, Air Force, Marine Corps and merchant marine are embedded in the ground next to the site with the ensign representing each service flying above. The merchant marine plaque was specially designed for the Glendale memorial. According to Koumashian, it is the only one of its kind in the U.S.

"This project was unique because it was a total community effort," Koumashian told a reporter for the *Seafarers LOG*. "Glendale businesses, churches and residents all contributed money toward the memorial, and the city council matched our fundraising efforts dollar for dollar."



Saro Koumashian identifies the name of Richard G. Matthiesen on the polished marble panels of the Glendale War Memorial. Matthiesen was an AB from Glendale who died aboard a merchant vessel during World War II.

"A local architect donated his services to design the memorial, and in December of 1996 we broke ground and began construction. It was built with the hands and tools of community volunteers. I was there from beginning to end, and it was amazing to see the number of people who pitched in," stated the Navy veteran who served during Vietnam.

Koumashian and his brother, Raffi Koumashian, a wiper who also sails with the SIU Government Services Division, helped dig trenches and lay the foundation for the memorial. They also assisted with brick work, irrigation pipes and landscaping. "We worked anywhere we were needed," noted Saro Koumashian.

Extensive Efforts

As the committee's maritime representative, Koumashian, a member of the American Merchant Marine Veterans China Coasters Chapter in Wilmington, Calif., was responsible for researching the merchant seamen from Glendale who were killed during World War II so their names could be added to the panels.

After months of compiling information from the U.S. Coast Guard, World War II casualty reports, area libraries and local church records, Koumashian discovered the identities of three seamen who had died while serving aboard merchant vessels.

One of those mariners, AB Richard G. Matthiesen, went to Glendale High School.

Matthiesen was posthumously awarded the Merchant Marine Distinguished Service Medal for his heroic actions aboard the Liberty Ship *Marcus Day*. Subsequently in 1986, a T-5

tanker was launched at the American Shipbuilding Co. in Tampa Bay, Fla. and named in his memory (see article below). SIU members currently sail aboard the vessel, operated by Ocean Shipholding, Inc.

"Richard G. Matthiesen was a local hero and I was able to find a lot of information on him at our library. There wasn't a photo of Richard on file at the high school because he dropped out to join the merchant marine in 1944. He was killed December 5,

Presidential Statement in Memory of Richard G. Matthiesen

On January 4, 1946, President Harry S. Truman and the United States Maritime Commission posthumously awarded the Merchant Marine Distinguished Service Medal to Able Seaman Richard G. Matthiesen.

The following statement was given by President Truman in the presentation of the special war medal.

For heroism beyond the call of duty.

During the initial invasion of the Philippine Islands at Tacloban, Leyte, the SS *Marcus Daly*, on which Matthiesen was serving, carried troops and vital war materiel and, with two other vessels, afforded the principal defenses of the port for several days. During six days and nights of incessant fighting, while troops were being disembarked and her cargo safely discharged, the vessel was at times the only fire power defending the vital Leyte docks. Matthiesen volunteered and served as a member of the forward gun crew which distinguished itself during countless attacks by repulsing the enemy and bringing down many planes. Two months later, on a subsequent arrival in the Philippines, this same vessel was again attacked by enemy bombers. Again Matthiesen served as a volunteer member of the forward gun crew during the engagement in which his ship shot down several Japanese aircraft. One of these bombers, after being hit, crashed and exploded under the forward gun platform where Matthiesen was serving. Despite injuries and severe burns, he escaped from the platform, but realizing that two members of the Navy gun crew remained behind, he returned through the intense heat and rescued them from the flames. The following morning Matthiesen died from the resulting burns and other injuries.

His indomitable courage and unselfish impulse to go to the aid of shipmates in peril were in keeping with the highest traditions of the United States Merchant Marine.

Date of Action
December 5, 1944

1944 after two trips to the Pacific," said Koumashian.

The other Glendale mariners killed during World War II were Clement Carlin, a second mate who sailed aboard the *Jean Nicolet* and Edwin Ray Stauffacher Jr., a third mate on the *John Clayton*.

The *Jean Nicolet*, a Liberty ship, was torpedoed by the Japanese on July 2, 1944 while crossing the Indian Ocean to the Persian Gulf. The *John Clayton*, also a Liberty ship, was first torpedoed, then blasted by a bomb that set her on fire during the invasion at Mindoro on December 28, 1944.

Once Koumashian had information on Matthiesen, Carlin and Stauffacher, he began a search for surviving relatives.

He looked through phone books and city records and traveled to San Francisco to look for family members of the seamen.

While in San Francisco, Koumashian was aided by SIU Vice President West Coast George McCartney and Port Agent Nick Celona, who "did everything they could to help me in my pursuit of the men's relatives. They were very enthused with my efforts and gave me their full support," he recalled.

In Wilmington, Calif., port officials George Tricker and John Cox helped write letters and make phone calls for the Seafarer. "I am very grateful to the union for all of the support they gave to me," said Koumashian.

"However, despite my efforts, I regret that I was unable to locate any family members of Edwin Stauffacher or Clement Carlin. I was able to find Richard's sister, Grace Matthiesen, in Huntington Beach, Ca.

"I went to visit Grace and her husband, Bud Bucland, who were very honored when I told

them Richard's name was to be included on the Glendale memorial. I asked them to come represent his family at the dedication ceremony," he recalled.

Dedication Day

"The service was a very touching experience for everyone. All of the names included on the panels were read, and it was particularly emotional for Richard's sister and her husband when they called out Richard's name," noted Koumashian.

"I was very proud to have John Cox attend the ceremony on behalf of the SIU. It really meant a lot to me as well as the Buclands. I was astonished that no other union was present, but God bless the Seafarers!" Koumashian added.

The involvement and participation of the SIU with the veterans memorial was noticed by many. In fact, Glendale Mayor Larry Zarian wrote a letter to Cox following the May 30 dedication.

"I am writing to personally thank the Seafarers International Union for all of its support and assistance with the construction of the Glendale-Montrose-Crescent Valley Memorial.

"The Veteran's Committee greatly appreciates your personal attendance at the dedication ceremony. As you know, the committee recognized the merchant marine as an important organization during wartime because many of these seamen were heroes. Your attendance representing the merchant marine was very important to the ceremony. Thank you for your support," stated Zarian.

"I am very satisfied that the merchant marine was finally recognized for their efforts in World War II. It was a lot of hard work but in the end, it was worth every minute," concluded Koumashian.

Joining Koumashian (third from left) at the May 30 dedication ceremony in Glendale, Calif. are (from left) Raffi Koumashian, Grace Matthiesen, Bud Bucland and Bud Bucland.



The war memorial in Glendale, Calif. includes a merchant marine flag and a unique bronze emblem that was specially designed for the site.