



The

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Volume 61 Number 3

March 1999

# SEAFARERS LOG

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

## National Security Demands Strong U.S.-Flag Fleet!

### Military, Elected Officials & Administration Outline Maritime Goals for Next Century

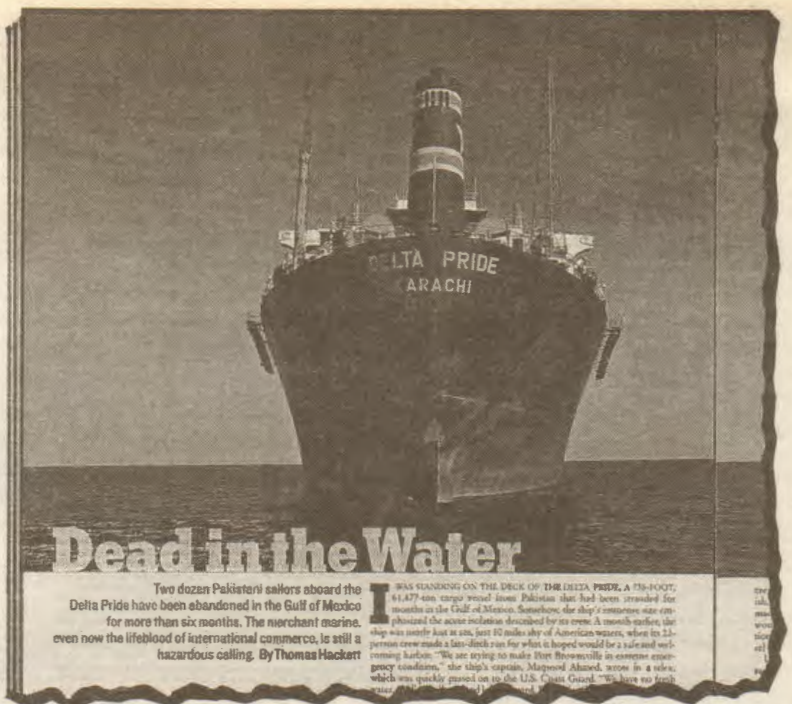
During last month's meeting of the AFL-CIO Maritime Trades Department executive board in Miami, U.S. Air Force General and TRANSCOM Commander Charles T. "Tony" Robertson (standing) thanks MTD (and SIU) President Michael Sacco for the tremendous cooperation demonstrated between the U.S.-flag commercial industry and the U.S. armed forces. Pages 3, 5, 14.



## Welcome Aboard!



Boatmen sailing aboard Gulf Caribe tugs recently joined the SIU and approved a 10-year contract. The newly contracted company operates towing vessels and barges between Mobile, Ala. and Ponce, P.R. The new SIU members received a pay raise and were enrolled in the Seafarers Money Purchase Pension Plan under terms of the contract. Pictured on the deck of one of the tugs are (from left) OS David Kuithe, Engineer Joseph Murray and OS/Cook Ronald Gibbs. Page 3.



## Bad Exposure Continues For Runaway-Flag Ships

Runaway-flag shipping stayed in the news last month — from the prolonged saga of the oil-leaking *New Carissa*, to the federal hearings regarding Carnival's flaming *Ecstasy*, to a detailed *NY Times Magazine* piece on the abandoned *Delta Pride* (above). It all added up to more unwanted publicity for the runaway-flag scam, also known as flag-of-convenience shipping. Pages 2, 6.

**Seafarers Give Thumbs-Up To New STCW Safety Class**

Page 4

**New Orleans Hall Almost Set to Open**

Page 6

**Union Tackles Y2K Compliance**

Page 7

# President's Report

## Why We Get Involved

Last month, the AFL-CIO Maritime Trades Department executive board held its winter meeting and proved once again how a group that represents so many different workers in such a wide variety of industries can actually have so much in common.



Michael Sacco

The MTD is composed of 32 different unions (including the SIU) and 23 port councils located around the United States and Canada. Nearly 8 million workers are represented by the unions belonging to the MTD. On top of my duties with the SIU, I also serve as president of this AFL-CIO constitutional department.

Although the name may read Maritime Trades, the issues taken up by the department are wide-ranging. That is why the MTD could boast such an outstanding array of speakers last month to update the board on such issues as national security, Social Security, Avondale Shipyard, dumped steel imports and runaway-flag shipping.

Those of us in the SIU know the vital role we play in the nation's security. We crew the ships that supply our troops when they are called to action overseas. But when the head of the military's logistical command, Gen. Tony Robertson, provides the briefing, then the whole board knows how the military appreciates the crucial role played by American workers in our national security. The general said America's mariners, longshoremen and shipbuilders are critical because the U.S. Transportation Command "absolutely, positively cannot get the job done without the support of America's commercial maritime industry."

To support Robertson's remarks, Maritime Administrator Clyde Hart reemphasized the administration's strong support for the U.S.-flag fleet, from the Jones Act to the need to keep building vessels in U.S. shipyards.

Also, four members of the House Armed Services Committee - Reps. Ike Skelton (the ranking Democrat), Neil Abercrombie, Lane Evans and Patrick Kennedy - spoke on the importance of the U.S.-flag fleet to the nation's defense for the next century.

The issue of preserving Social Security is a hot topic. AFL-CIO President John Sweeney and his executive assistant, Gerry Shea, outlined the labor federation's campaign to keep this federal program strong for all Americans. From Capitol Hill, Rep. Peter Deutsch talked about Social Security's importance to older Americans, such as the ones he represents in South Florida.

A major labor struggle is taking place at Avondale Shipyard. That is why the MTD invited the president of the AFL-CIO Metal Trades Department, John Meese, and his coordinator for the campaign, Bill Reagan, for an update on the unity of the workers in the Louisiana facility. The owners of Avondale for more than five years have been ignoring the will of their workers to be represented by a union contract.

Despite constant court rulings against them, the owners of Avondale continue operating as if the laws of the nation do not apply to them. If they are allowed to get away with this, it could harm all working people - organized or not. The MTD and all of labor supports the Avondale workers.

George Becker, the president of the Steelworkers (also an MTD-affiliated union) noted that since low-cost foreign steel started being dumped on America's shores last year, 10,000 American steelworkers have lost their jobs and three domestic producers have declared bankruptcy. That obviously is not good for American workers.

Additionally, Seafarers on the Great Lakes saw their season come to an end earlier than expected because the steel mills they provide with iron ore had to scale back production. The ripple effect from this has hurt rail workers, miners and others nationally. This isn't just a steelworkers problem. It affects all of us and the MTD supports legislation to end this crisis.

Finally, the threat of runaway-flag shipping needs no explanation to Seafarers. We have been battling this plague for more than 50 years through the worldwide campaign being waged by the International Transport Workers' Federation.

ITF Assistant General Secretary Mark Dickinson came from London to discuss this issue. It involves some shipowners who for decades have gone overseas to exploit workers in nations which pay low wages and provide minimal, if any, labor and safety standards. Today, this practice is being copied in the textile, manufacturing and electronics trades. There has been a steady decline in the number of good-paying jobs in these industries as companies look to abandon the American workers who made their businesses so successful in their search to lower their production costs. Needless to say, this affects all of us.

These are just some of the issues that are confronting American workers today. Naturally, our primary focus is to make sure Seafarers maintain the jobs they already have while providing new and better ones to take us into the next century.

But we also must stay alert to the concerns of other working men and women because the efforts designed to hurt them could also be used to come after us. Likewise, the strategies they implement for success can be repeated to our advantage.



Cleanup crews rake oily sand from the grounded cargo ship *New Carissa* last month on the beach near the entrance to Coos Bay, Ore. The runaway-flag vessel spilled at least 70,000 gallons of heavy bunker oil.

## More Unwanted Publicity For Runaway-Flag Ships

### *Oil-Leaking Freighter Gets Nationwide Attention; NY Times Magazine Story Further Exposes FOCs*

When the runaway-flag freighter *New Carissa* went aground at Coos Bay, Ore. on February 4, it touched off more than two weeks of nationwide media coverage.

The television, newspaper and radio reports focused on efforts to clean up the 70,000 gallons of heavy bunker fuel that spilled from the Panamanian-flag, Japanese-owned ship, as well as risky and rare attempts to ignite the remaining oil (and thereby prevent it from spilling).

Those stories also further publicized the pitfalls of runaway-flag shipping [also known as flag-of-convenience (FOC) shipping]. While not all of the *New Carissa* coverage included mentions of runaway flags, the FOC scam did receive periodic reference in news wire stories available throughout the U.S. and on the internet.

One story by the Associated Press said that U.S. Rep. Peter DeFazio (D-Ore.) "plans to file a bill to prevent companies from shipping goods under 'flags of convenience,' or countries with histories of not following international law for training and equipment. Panama, where the *New Carissa* is registered, is on the Coast Guard's watch list of such countries, [DeFazio] said."

Similarly, U.S. Rep. Neil Abercrombie (D-Hawaii) last month stated that if the *New Carissa* were an American-flag ship with an American crew, the accident "wouldn't have happened in the first place."

Meanwhile, the recent surge of runaway-flag coverage also continued last month with a detailed *New York Times Magazine* piece on the *Delta Pride*. Part of the newspaper's Sunday edition, the February 7 issue of the magazine devoted four full pages to the tale of the Pakistani-flag vessel, abandoned six months ago in the Gulf of Mexico by its bankrupt Greek owner.

These stories followed numerous others that in recent months have spotlighted the often dangerous and inhumane conditions found aboard some runaway-flag vessels. As reported in the February issue of the *Seafarers LOG*, newspapers including the *New York Times*, *Baltimore Sun*,

*Miami Herald*, *Houston Chronicle* and *New Orleans Times-Picayune* as well as other media outlets have contributed to an escalation in exposing the typical conditions associated with runaway flags.

Last month's *Times* piece offered particularly poignant insight. "All too often, the merchant marine has become a kind of sweatshop on the high seas, with workers laboring in perilous conditions for little, or even no, pay," wrote Thomas Hackett. "The world's cargo ships sail mostly under dubious registries, flying so-called flags of convenience from countries with low safety and health standards and little muscle to guarantee the welfare of their workers."

Hackett also reported that "in addition to the *Delta Pride's* crew, there are currently 200 men on 10 ships around the world that have been stranded in foreign ports by their employers. Ship owners have been known to unload their cargoes and then deprive a crew of food and water until, hopeless, the men give up the vessel as well as any claims to back wages. Most of the sailors on the *Delta Pride*, for instance, haven't been paid since they signed on - for some of the men, more than two years - or been in contact with their families since they unloaded their cargo last May."

While the *New Carissa* was a news story in its own right, the

other coverage at least partially may be attributable to stepped-up efforts to generate publicity by the International Transport Workers' Federation (ITF).

Comprising more than 500 transport-related unions worldwide, including the SIU, the ITF is in its 50th year of battling against runaway-flag shipping. Among other efforts, that campaign includes bringing FOC ships under ITF contract; aiding distressed mariners aboard runaway-flag ships and other foreign-flag vessels that are not runaways; and holding shipowners accountable for their crew members.

The campaign also currently features the worldwide tour of the ITF's exhibition vessel, *Global Mariner*. Publicizing the plague of runaway-flag shipping is one of the main goals of the tour, which this month resumes its North American itinerary on the West Coast.

Runaway-flag ships are carriers operating under the flag of one nation, yet owned by a citizen or citizens of another country. Financially strapped nations sell the use of their flag to shipowners, who register tonnage in those countries in order to meet less stringent labor, safety, regulatory and tax standards than if that vessel were registered in the owner's resident nation.

See related story, page 6

## Discuss West Coast Maritime



Recently, SIU officials from San Francisco got together with California's newly elected governor to bring him up to date on the latest maritime issues affecting Seafarers in the Golden State. From the left are SIU Assistant Vice President Nick Celona, Governor Gray Davis and SIU Vice President West Coast Nick Marrone.

Volume 61, Number 3

March 1999

The SIU on line: [www.seafarers.org](http://www.seafarers.org)

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

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

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# Maritime Stays Vital to National Security

Military, Gov't Officials Pledge Support to Jones Act, Maritime Security Program at MTD Winter Meeting

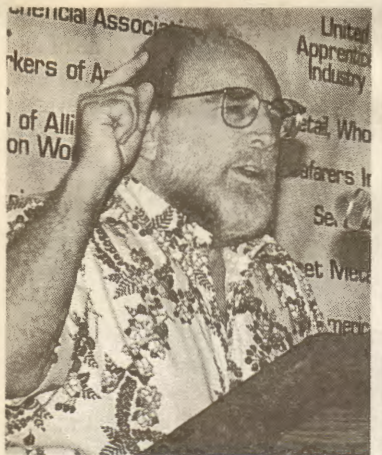
Representatives from the military and the government pledged to continue their support for a strong U.S.-flag merchant fleet when they addressed the AFL-CIO Maritime Trades Department (MTD) winter executive board meeting last month.

The theme for the annual two-day gathering in Miami was "U.S. Maritime Industry: Ready and Able, Whenever, Wherever, for the Nation's Security."

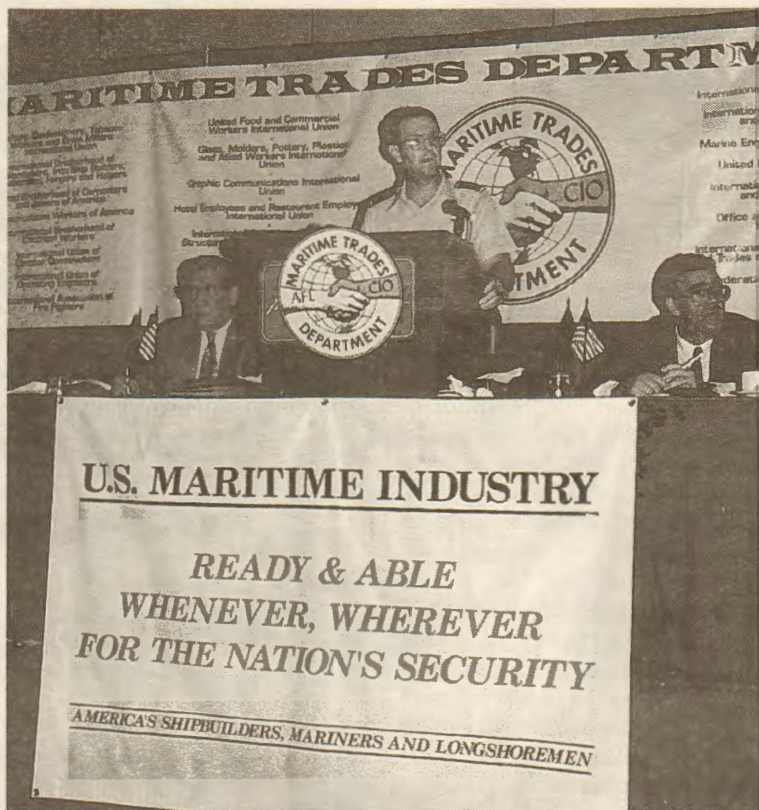
The MTD executive board is composed of officials from its 32-member unions (including the SIU) and 23 regional port councils, representing 8 million workers. The department, one of eight for trade and industries recognized in the AFL-CIO constitution, deals specifically with issues affecting U.S.-flag shipping from vessel construction to crewing to allied trades as well as the other concerns that affect the nation's working people.

"Operation Desert Fox was just the latest example of how our nation's military knows it can count on U.S. mariners," MTD President Michael Sacco told the board. "No questions were asked, no hesitation shown in responding. These seafarers had a job to do and they did it to the best of their abilities."

"That is why the people who are charged with planning the needs of the armed forces count on a strong U.S.-flag merchant fleet to be ready and available. American seafarers have never let our troops down and have no intention of ever doing so."



Making his point that defense spending should include the building of United States merchant vessels in American yards is Rep. Neil Abercrombie.



TRANSCOM Commander Gen. Tony Robertson tells the MTD executive board of his unwavering support for the jobs being performed by the U.S.-flag merchant fleet. He gave the remarks last month in Miami.

## Military Appreciation

Backing up Sacco's remarks was the commander-in-chief of the U.S. Transportation Command (TRANSCOM), which oversees the logistical movement of American troops and their supplies worldwide.

"None - not one - I repeat, absolutely zero of TRANSCOM's prior accomplishments, nor any of our plans for the future, would be

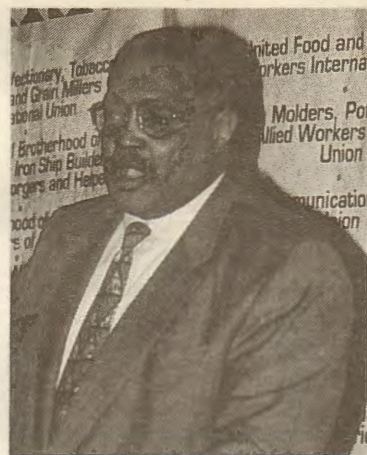


Saying there is no substitute for U.S. mariners supplying U.S. troops is Rep. Ike Skelton, the ranking Democrat on the House Armed Services Committee.

possible without the unprecedented partnership we enjoy with the U.S. maritime labor community," noted U.S. Air Force General Charles T. "Tony" Robertson Jr.

"Let there be no mistake: Sealift is absolutely critical to this country's national security, and you can quote me on that!"

Robertson thanked Sacco for all the cooperation over the years between military and the U.S.



U.S. Maritime Administrator Clyde Hart definitively reaffirms the Clinton administration's solid endorsement of the Jones Act during the MTD meetings.

maritime community. He told the audience about annual ship manning exercises, known as "Turbo Activation," in which labor unions, ship managers and others have answered the call of the military to crew and make seaworthy vessels in the Ready Reserve Force fleet with no advance notice.

"It is a superb test of readiness, crew and labor union response, and ship manager capability. And every sector maxed the course."

Robertson reaffirmed the military's support for both the Jones Act (the nation's freight cabotage law) and the Maritime Security Program (MSP).

"The Jones Act is a proven performer that supports both our nation's military security and its economic soundness.... I also firmly believe that the MSP fleet provides the best method to ensure the availability of U.S. merchant mariners to crew our organic surge fleet of reserve ships."

## MarAd Backing

Support for both of these maritime initiatives also came from the Clinton administration representative to the meeting, U.S. Maritime Administrator Clyde Hart.

"I can't say it enough. You have to be supportive of the Maritime Security Program," stated the head of the Maritime Administration.

"We have to own a merchant fleet. It has to be U.S.-flagged. We cannot depend on other countries. What you don't own, you can't control."

Hart explained the MSP was passed by Congress and signed into law in 1996 following a five-year campaign. He noted it was not too early to begin thinking about what will replace the program, designed to provide funds for 47 militarily useful U.S.-flag vessels over a period of 10 years. (Companies included in the MSP agree to provide these vessels as well as their infrastructure in times of national emergencies.)

He included in his maritime forecast continued backing of the

Title XI loan guarantee program to build vessels of all types in American yards.

"I am convinced we can revitalize shipbuilding in the United States."

Concerning the nation's freight cabotage law, Hart told the board, "There is no support by the [Clinton] administration for any legislation that harms the Jones Act!"

## Words from Congress

Joining with Robertson and Hart on the continued need for a strong U.S.-flag fleet were several members of Congress.

Rep. Ike Skelton (D-Mo.), the ranking minority member of the House Armed Services Committee, stated, "American commercial crews and U.S.-flag ships are necessary for the national security of our country. They provide the manpower and equipment necessary to transport vital supplies and personnel around the globe in times of national emergency."

The Missouri legislator added security also is provided through the Jones Act because its fleet "helps to provide a basic manpower pool of U.S. mariners that can be utilized in times of national emergencies, and there is no substitute for that!"

Responding to recent calls for a new missile defense system, Rep. Neil Abercrombie (D-Hawaii) asked, "If we're ready to put billions of dollars into a defense that doesn't even exist yet, how come we can't put one dollar forward to build the ships in American shipyards with American workers sailed by American seafarers that puts us number one in the merchant marine trade around the world?!"

Abercrombie, a longtime supporter of U.S.-flag fleet, serves as the ranking minority member on the House Armed Services Military Personnel Subcommittee. He also is a member of the House Merchant Marine Panel.

Continued on page 5

## IMO Gets Tougher on Forged Documents

The International Maritime Organization (IMO) recently vowed to crack down on what it described as "a proliferation of fraudulent STCW certificates of competency, [and] authentic certificates reportedly issued on the basis of forged foreign certificates, which had been found during port state control inspections and applications for recognition of certificates."

During a December meeting in London of the IMO's subcommittee on standards of training and watchkeeping - in which the SIU participated - the panel cited numerous cases of forged or otherwise improperly issued documents. This included a 20-year-old mariner who had been issued a master's certificate for ocean-going ships.

The subcommittee pointed to "a growing concern that some countries may be issuing certificates on the basis of certificates issued by another country without verifying the authenticity of the original document or the right of the individual to hold the document."

In response, the IMO called upon nations signatory to the STCW convention to "take all measures necessary" to ensure proper issuance of documentation to qualified mariners. This includes strict enforcement of the treaty and intensifying other efforts to eliminate improper issuance of documents.

An editorial concerning this matter in the London newspaper *Lloyd's List* pointed out, "It would help if those who issue certificates on the basis of another party's documents actually follow the prescribed procedures, which are designed to provide a reasonably effective barrier against the palpably bogus."

That same editorial stated, "The pity is that there are still owners who look for cheaper solutions to their crewing requirements and scour the world for those willing to sail on their ships for the lowest wages. Desperate people, and the 20-year-old with a master's license probably falls into that category, exploit the system just as his owners were undoubtedly exploiting him."

## Gulf Caribe Crews Join Ranks of SIU

The Seafarers' banner now is flying from a fleet of towing vessels based in Mobile, Ala. as the crew members who work for Gulf Caribe Maritime ratified a 10-year contract.

The unanimous vote of the crew took place February 10 in the Gulf Coast port city.

According to SIU New Orleans Port Agent Steve Judd, the new SIU members received a pay raise, were enrolled in the Seafarers Money Purchase Pension Plan and became eligible to upgrade at the Paul Hall Center's Harry Lundberg School of Seamanship under the contract.

"They were very excited to come aboard and we look forward to having them with us," Judd noted.

Gulf Caribe operates two towing vessels between Mobile and Ponce, P.R. One runs grain from Alabama to the Caribbean island, while the other tows a barge loaded with railroad chemical tank cars. The towboats are the *Caribe Pioneer* and the *Caribe Challenger*.

Included with the bargaining unit are licensed engineers, unlicensed engineers, able bodied seamen and ordinary seamen.

SIU officials involved in organizing Gulf Caribe included Judd, Gulf Coast Vice President Dean Corgey, Mobile Port Agent Dave Carter and New Orleans Patrolman Chris Westbrook.

# Fire Fighting and Safety School Scheduled for May 18 Opening

*Ceremony Will Unveil Paul Hall Center's Newest Addition*

The ceremonial opening of the Joseph Sacco Fire Fighting and Safety School is slated for May 18 in Piney Point, Md.

"Construction of the various components of the school is progressing quite well," noted Jimmy Hanson, director of health and safety at the Paul Hall Center for Maritime Training and Education.

"Thus far, everything has gone according to plan, with no major stumbling blocks."

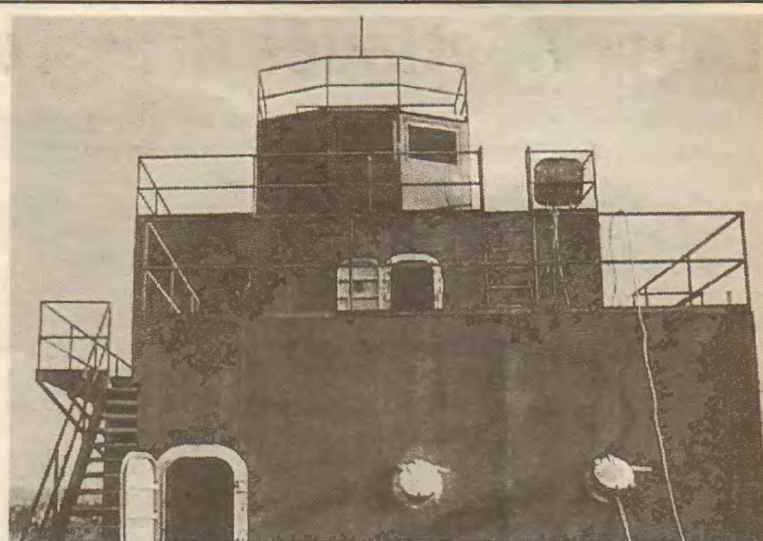
The fire fighting and safety facility, located on school property near the Paul Hall Center's main campus, is a multi-building complex where Seafarers will take basic and advanced fire fighting, water survival, first aid and CPR,

damage control and confined-space safety training. Featuring the most modern, environmentally and hygienically safe equipment, it will be utilized beginning shortly after the ceremony.

As reported in previous issues of the Seafarers LOG, the safety school - named in memory of the late SIU Executive Vice President Joseph Sacco - will replicate conditions found aboard all types of vessels, from deep sea ships to inland tugs and barges. It will include two classrooms, but most of the facility is designed for hands-on training.

For example, the buildings will house replicas of an engine room, galley, lounge and fo'c's'le. Also included will be a two-story maze with moveable partitions, outdoor training pads, a compressor room and other features.

In planning the buildings, equipment and layout, representatives of the SIU and the Paul Hall Center's Harry Lundeberg School of Seamanship worked closely with the U.S. Coast Guard, Maritime Administration and Military Sealift Command to help ensure that the courses taught there will meet various federal guidelines necessary for class cer-



Although many areas of the country have been blitzed by severe weather this winter, Maryland has enjoyed a relatively mild season, which has aided construction of the Paul Hall Center's new fire fighting school. The top photo shows the burn building, which is seeking a name. (See sidebar to the left.) The other photo shows classroom sites and more.

## Name the Training 'Vessel' At the Fire Fighting School

Here is your chance to attain fame and fortune! Well, maybe not. But this is still a pretty cool opportunity.

A contest is being conducted to name the "vessel" at the new Joseph Sacco Fire Fighting School. The "vessel" actually is one of the buildings under construction at the facility. It is known as the burn building, where Seafarers will take basic and advanced fire fighting to learn firsthand how to battle blazes. Training aboard the "vessel" can be set up for a passenger ship, a ship's galley, an engine room, a tugboat, etc.

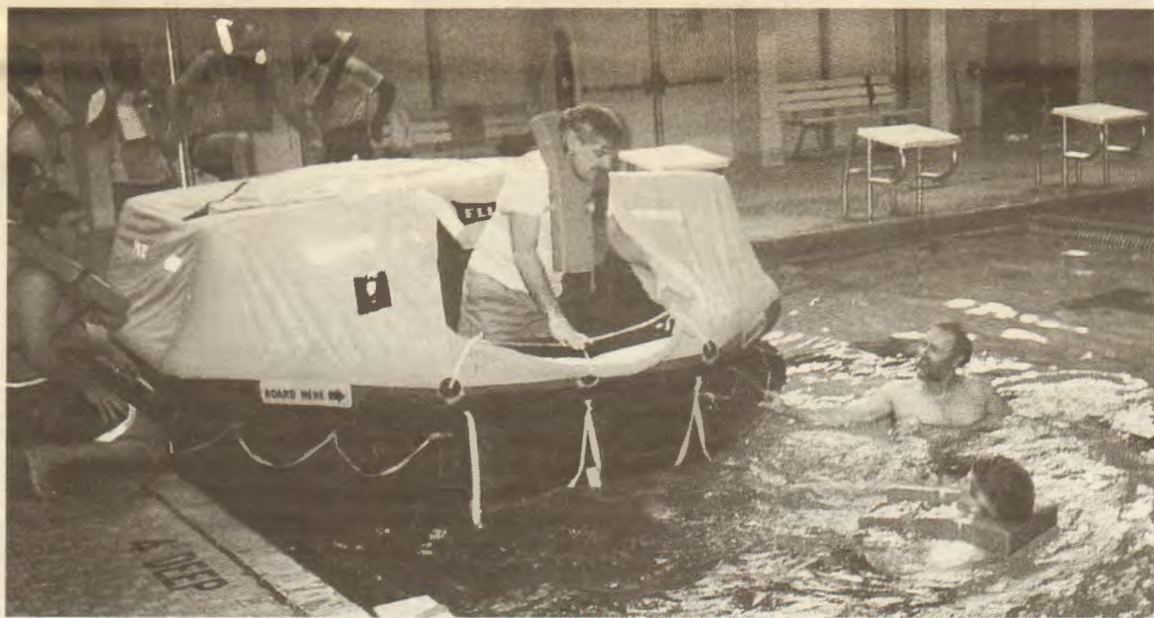
The "vessel" will need a name when the school opens. The contest is limited to active and retired Seafarers, who may submit up to three names. The names must be received no later than April 10, 1999 for consideration. Examples of possible names are the *SS Never Sail* or the *MV Inferno*. (No obscene or foul sounding submissions will be accepted.) The judges' decision will be final. In case the same name is submitted and selected for the "vessel," the entry with the earliest postmark will be declared the winner.

One grand prize and five runner-up awards will be offered. The grand prize winner will receive a ship's wheel and be invited to christen the "vessel" at the opening of the Joseph Sacco Fire Fighting School. Accommodations and travel expenses will be included. The five runners-up will receive SIU jackets. Winners will be announced in the May issue of the *Seafarers LOG*.

tification. This will benefit Seafarers who are required to take Coast Guard-approved safety courses in order to sail.

The union and school also extensively consulted with local

fire and rescue professionals to assure maximum efficiency in design, plus compliance with different specifications governing the construction and operation of such a facility.



Water survival training is one of the hands-on components in the Paul Hall Center's STCW Basic Safety class.

## New STCW Basic Safety Class Is Well-Received by Seafarers

The Paul Hall Center's new U.S. Coast Guard-approved STCW Basic Safety class for experienced Seafarers contains very useful information and moves at an appropriate pace, said SIU members who completed the course last month.

Seafarers also reported that the course effectively mixes hands-on training with classroom instruction, and is bolstered by a well-written guide produced by instructors at the center's Harry Lundeberg School of Seamanship.

"It exceeded my expectations," stated Bosun Mike Presser, an 18-year member of the union and a frequent upgrader at the school in Piney Point, Md. "The class moves along swiftly, it's straight to the point and it gives us what we need. It's a good course all the way around."

QMED Keith Samburger, who joined the SIU in 1986, said the hands-on training "makes things hit home a lot better. For instance, I learned a lot in the

water survival training, which was successful and fun.

"Overall, the class covers a lot of issues that are important."

The four-day, 28-hour curriculum was crafted to enable Seafarers to comply with the Chapter VI - Basic Safety requirements of the STCW convention. It is for SIU members who have sailed prior to August 1, 1998. Mariners in this category have until February 1, 2002 to comply with Chapter VI.

Similarly, the school created (and the Coast Guard approved) a five-day, 40-hour basic safety course for those with no sea time prior to August 1, 1998. Those mariners may not sail unless they meet the Chapter VI requirements.

In accordance with Coast Guard guidelines, each class is limited to no more than 25 students apiece.

*Continued on page 9*

## Seafarers May Utilize Lundeberg Courses For College Credits

### ACE Assessment Boosts Paul Hall Center

The Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., has joined a select number of organizations which have added value to their courses through college credit recommendations as a result of a review conducted last fall by the American Council on Education's (ACE) College Credit Recommendation Service.

A team of course-content specialists, selected from college faculty, reported that the curriculums at the center's Harry Lundeberg School of Seamanship are comparable to college-level courses and may be used as transfer credit at many colleges and universities.

"This evaluation underscores the high quality of your organization's education and training," wrote ACE Communications Director Stephen Sattler in a letter to the school confirming the successful evaluation.

For Seafarers, the ACE assessment means that an SIU member who successfully completes one or more of the vocational or academic courses available at Piney Point may receive college credit for it. The final decision rests with the college or university, although the ACE recommendation typically is a strong and positive influence on that determination.

Other organizations which have utilized the ACE College Credit Recommendation Service include the AT&T School of Business; Dale Carnegie & Associates, Inc.; Union Pacific Railroad; and the United Auto Workers and General Motors Corp.

Jo Ann Robinson, director of the recommendation service, pointed out that the program "has helped thousands of employees earn a college education. Colleges and universities also have been well served by ACE, because qualified adults from the work force are continuing or completing their college education in record numbers."

In fact, according to a recent study by the U.S. Department of Education, more than 40 percent of American adults take part in some type of formal educational activity each year - the vast majority because they want to earn an academic credential.

Additionally, late last year the school announced an agreement between the Paul Hall Center and ACE designed to help Seafarers meet STCW requirements.

The expanded alliance stems from a 1995 STCW amendment

*Continued on page 9*

# Labor Continues Grassroots Effort to Bolster Social Security

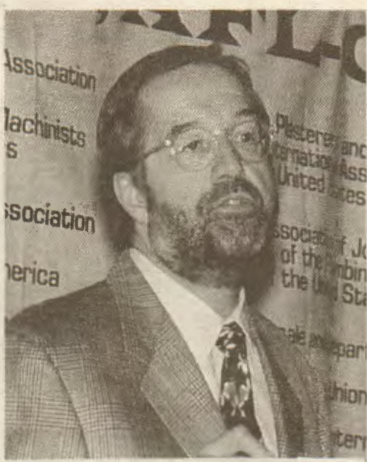
Members of the AFL-CIO Maritime Trades Department (MTD) executive board were urged to take the momentum gained last year in the nationwide battle to repel "paycheck deception" legislation and keep it going to strengthen Social Security.

MTD President Michael Sacco reminded the board of the victories gained in more than 30 states last year when legislation and ballot initiatives aimed at limiting how working people could participate in the political process were turned back.

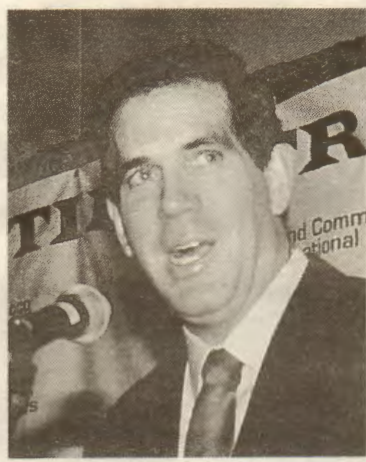
"This could have been the political death knell for American workers," Sacco, who also heads the SIU, told the board, which was gathered for its annual meeting on February 15 and 16 in Miami. The MTD is made up of 32 unions and 23 port councils representing approximately 8 million workers.

"It was a fight we simply could not afford to lose, and we didn't!"

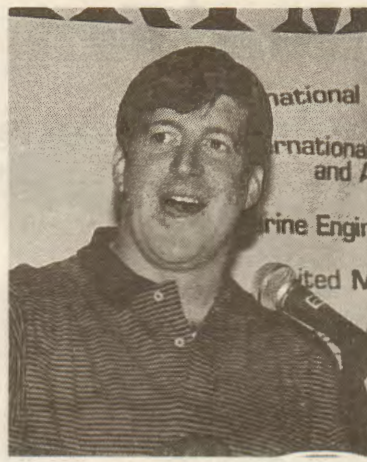
Sacco recalled how the labor movement launched a nationwide grassroots campaign to educate union members and their families so they could tell others what was wrong with the measures. He noted this same effort must take place to preserve Social Security



AFL-CIO Asst. to Pres. Gerald Shea outlines the federation's campaign to fight for Social Security.



Reminding MTD board members how labor sets standards used by all workers is Rep. Peter Deutsch.



Rep. Patrick Kennedy calls on labor to continue its successful education effort from last year.

He added that when people understand the privatized approach shifts the risks to the individual and will cost the government more to administer, "they really start to think very differently about it."

"Our campaign is designed to give people the information and show them the value of the system."

It is a grassroots effort aimed at union members and their families, encouraging them to talk with their friends and neighbors, he stated.

Noting how this method worked last year to turn back anti-worker legislation, U.S. Rep. Peter Deutsch (D-Fla.) called on labor to continue the fight for Social Security.

"Would there be Social Security without labor? I doubt it - impossible!" said the congressman whose district in South Florida includes many retirement communities. "Labor sets the base line for all of America."

U.S. Rep. Patrick Kennedy (D-R.I.) added that the anti-worker efforts displayed in Congress during the last four years and rejected by working men and women across the country have made "me understand why I am a labor Democrat." He spurred the board to continue the grassroots effort started last year.

because so many millions of Americans depend on the federal retirement, disability and survivors' program.

Sacco then introduced Gerald Shea, assistant to AFL-CIO President John Sweeney, to outline labor federation's strategy to strengthen the federal system.

Calling this campaign one of the "biggest battles" labor has tackled in years, Shea pointed out one victory already has taken place in the effort. He noted last year many in the press were asking in their stories what kind of a

privatized system would replace Social Security. Now, articles reflect how President Clinton plans to use the budget surplus to aid the system with little to no mention of privatization.

"People lack good information about the real value of Social Security," Shea told the board. "A lot of people simply don't understand what is going on with Social Security."

He noted the program provides the majority of retirement income for most retirees and that percentage has been growing in recent

years because fewer people have private pensions that can help when they stop working.

Despite accounts that Social Security is going bankrupt, Shea stated the system under its present funding formula could continue making its scheduled payments until the year 2032 when it would be forced to reduce benefits by some 25 percent.

"Many people do not realize Social Security has paid out more than \$5 billion since its inception without missing a payday," Shea said.

## USWA's Becker: Steel Dumping Crisis Hurts All Workers

The president of the United Steelworkers of America told the AFL-CIO Maritime Trades Department (MTD) executive board at its winter meeting last month that the dumping of foreign steel into the United States is an issue that affects all trade unionists.

"This is a labor issue," George Becker informed the audience.

"We don't have enough steelworkers jobs, brothers and sisters, that we can give away to keep the economies of Russia and South Korea and Japan and Brazil and India - to keep them going. And, I submit, you don't either!"

"We have to be able to take

care of our own and we haven't been doing this."

Becker told the board that 10,000 jobs in the steel industry have been lost, while three major domestic steel producers have gone bankrupt, in the last year since the Asian economic crisis began.

"Our jobs are at risk. They can't make it with the steel that is being dumped into the United States today."

Affirming Becker's concern was U.S. Rep. Lane Evans (D-Ill.). He told the executive board "hundreds of workers have lost

*Continued on page 14*



As MTD Pres. Michael Sacco listens, Steelworkers Pres. George Becker explains how the steel dumping crisis affects all trade unionists.



Rep. Lane Evans expresses his concern over job cuts in the steel industry in his Illinois district.

## Avondale Workers Fighting for Recognition

The AFL-CIO Maritime Trades Department (MTD) executive board called on its 32 affiliated unions and 23 port councils to continue their support of the workers at Avondale Shipyard who have been fighting for a union contract for more than five years.

The board, holding its annual winter meeting in Miami last month, noted that the workers continue to show solidarity despite never-ending roadblocks

stacked against them by the management of the Louisiana facility.

Reminding the board members what the workers have struggled against since voting for union representation in 1993, AFL-CIO Metal Trades Department President John Meese said these men and women have won time after time before the National Labor Relations Board and in the federal court system, yet Avondale refuses to recognize their decision.

He noted each attempt to thwart the will of the workers has only made them more determined.

"Our committee [of Avondale workers] assures us if we had to go back to an election tomorrow, we'd win again," Meese noted.

Bill Reagan, the Metal Trades' coordinator for the Avondale campaign, added signs of the solidarity include lunchtime demon-

*Continued on page 14*

## Maritime Needed for U.S. National Security

*Continued from page 3*

During the meeting, MTD executive board members approved statements calling on Congress and the administration to continue their support of the Maritime Security Program and the Jones Act. Board members also urged Congress to continue efforts to use American yards for shipbuilding, to preserve the

Passenger Vessel Services Act (the nation's passenger cabotage law), and to work with the industry to find a way to fund domestic harbor maintenance dredging.

The board expressed its appreciation for retired MTD Vice President Willie Zenga, who has spent the last several years working with federal, state and local officials to find a way to safely dredge the port of New York and

New Jersey so it can handle modern commercial vessels.

Additional board action was taken on the need to protect workers, home owners and small business people when utility deregulation laws are implemented; the fight for just trade laws that respect the concerns of working people both in the U.S. and the implementing countries; and the passage of the water resources bill.

## Latest in Runaway-Flag Fight



ITF General Asst. Sec'y Mark Dickinson updates the MTD executive board on the global campaign to rid the high seas of runaway-flag shipping. He thanked the unions involved in the ITF exhibition ship *Global Mariner's* visit to the United States last fall, while reminding them of the ship's return to country along the Pacific coast this month.

# Imminent Opening Is Anticipated For New Orleans' New Hiring Hall

*Facility Expected to be Ready No Later than April 2*

The SIU's New Orleans-area hiring hall is scheduled to relocate no later than April 2 and possibly sooner.

Seafarers who utilize the existing hall on Jackson Ave. are asked to stay in touch with officials there for the latest news concerning the move.

The SIU last year purchased the newer facility, located at 3911 LaPalco Blvd. in the New Orleans suburb of Harvey, some nine miles from the current hall. Since then, the building has undergone renovations and expansion to meet the union's operational requirements.

When the new hall opens, the clinic in that area also will change.

Coinciding with the opening on LaPalco Blvd., the new clinic for Seafarers will be Westbank Surgical Clinic on the Westbank Expressway in Marrero, La. (see

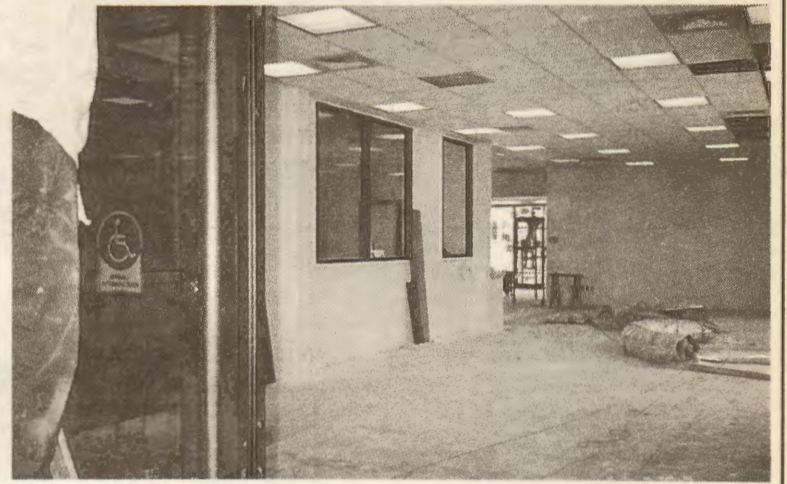
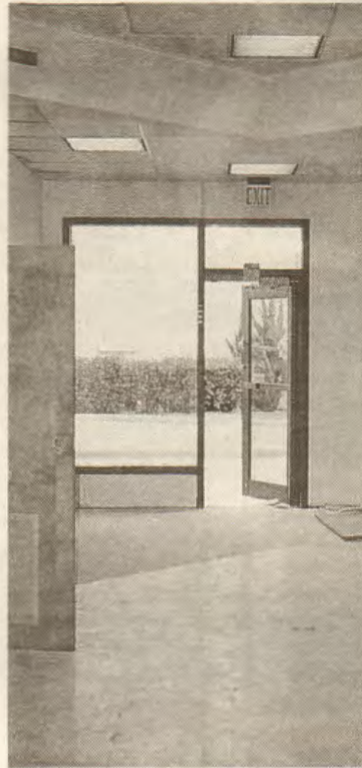
**New SIU Hall  
In New Orleans Area**  
(schedule to open by early April)

3911 LaPalco Blvd.  
Harvey, LA 70058  
Phone: (504) 328-7545  
Fax: (504) 328-7549

**New SIU Clinic**  
(effective upon opening of hall)

Westbank Surgical Clinic  
Doctors Building  
4475 Westbank Expressway  
Marrero, LA 70072  
Phone: (504) 347-8471  
Fax: (504) 340-2885

box). Services will remain available at the Tulane Center for Occupational Health until the changeover happens.



Renovations to the new SIU hall in the New Orleans area include constructing a wall for the shipping board and many other improvements.

## NY Times Chars Foreign-Flag Cruises Operating In U.S. As NTSB Investigates Fire on Ecstasy

At the same time the National Transportation Safety Board (NTSB) was conducting a public hearing on a July 1998 fire that erupted aboard the Carnival cruise ship *Ecstasy*, the *New York Times* published a front-page article on how that company and others in the business flout the nation's labor and tax laws.

Under the headline "Cruise Lines Reap Profit from Favors in Law" in its February 19 edition, the *Times* article stated, "Doing business under a decades-old loophole in the federal tax code, and protected by an increasingly powerful lobbying force, the 17 major cruise lines pay practically no income tax even though they are based in this country and 90 percent of the passengers are Americans."

"The cruise lines, all of them

registered in foreign countries, do not observe the nation's labor laws, minimum wage law and many environmental and safety regulations," added the story written by Douglas Frantz.

The article pointed out how the world's largest cruise firm, the Carnival Corporation based in Miami, has garnered \$2 billion in profits during the last three years, while paying less than one percent in income taxes on this amount. The next largest company - Royal Caribbean, also from Miami - does not even have a line on its financial statements for income tax payments, the *Times* reported.

Yet, an investigation by the paper showed these foreign-flag cruise companies operating out of American ports had political action funds and lobbyists working on Capitol Hill to influence

legislation that would benefit them. The paper said the cruise industries' association, known as the International Council of Cruise Lines, had made political donations during the 1997-98 cycle amounting to \$166,146. Additionally, the council spent \$557,023 for lobbying in 1997.

### Ecstasy Aftermath

Meanwhile, the NTSB hearing disclosed the origin of the blaze aboard the *Ecstasy* to have been lint, ignited by a welder's spark, catching fire in the laundry room.

Witnesses at the two-day fact-finding hearing, held February 17 and 18 in Miami, included the ship's captain who answered questions from investigators on the decision-making process of battling the blaze.

Shortly after the *Ecstasy* set sail from the port of Miami on the afternoon of July 20, the cruise ship loaded with 2,565 passengers and 916 crew members had black smoke and flames pouring from its aft mooring deck. The fire was brought under control by shipboard firefighting crews (including shoreside firefighters helicoptered to the vessel), a U.S. Coast Guard firefighting vessel and commercial tugboats equipped with monitors.

During the questioning of *Ecstasy* Captain Vittorio Sartori, the master stated he "wanted to avoid panic" throughout the course of the fighting the fire. Based on his initial reports from crew members checking the blaze, he did not think it was as serious as it became. That is why he refused the Coast Guard's first offer of help, which came 18 minutes after the initial fire alarm sounded at 5:10 p.m.

Sartori noted a lot of alarms were going off at the time but

thought it was "nothing important" because he had experienced previous incidents during his sailing career when warnings would sound due to someone smoking in a cabin.

The captain said he ordered the cruise director to bring the passengers to an open area on the deck. Again, he stated he wanted "to make sure the passengers not react with panic." Once the passengers were gathered, he gave the alarm to notify the crew of the situation. He avoided a question from one NTSB member on whether Carnival was advising from shore what to do.

When asked why some people had life jackets and others did not while they were gathering in the open area, Sartori responded some passengers could not return to their cabins because of the fire to retrieve their jackets. He added "there were sufficient jackets on deck."

(Shortly after the fire, the NBC News show "Dateline" ran a clip from its archives aboard the same vessel a few years earlier showing boxes on the deck marked as con-

taining life jackets when none were inside.)

In response to being asked if he considered returning to the dock to allow shore-based crews to fight the fire, Sartori said he had "adequate manpower to extinguish the fire at sea." He added the crew acted "without hesitation."

(As noted in the September 1998 issue of the *Seafarers LOG*, several passengers - including a fire chief from Texas vacationing aboard the vessel - questioned in their local newspapers the procedures used and the lack of information from the crew.)

He told the investigators he maintained a minimum speed out of Miami in case he had to steer the vessel to keep the smoke from blowing across the ship.

The NTSB plans to take the information received during the hearing and make recommendations to improve passenger safety. The federal agency was able to conduct this hearing because the Liberian-flag cruise ship was within U.S. territorial waters when the fire was spotted and fought. Had the *Ecstasy* sailed a few miles further east into international waters, the NTSB would not have had such jurisdiction despite the overwhelming number of American passengers on board.

## Lakes Season Begins

Low water levels and continued concern regarding the dumping of foreign steel have cast some uncertainty over fitout dates for the 1999 Great Lakes sailing season, even as a few vessels began sailing late last month. These included the SIU-crewed *Medusa Conquest*, *Mary E. Hannah* and *Daryl C. Hannah*.

Seafarers are asked to keep in touch with the SIU halls in Algonac, Mich. or Duluth Minn. as more fitout information becomes available.

The 1998 season officially ended on January 30, 1999, when the SIU-crewed *Paul H. Townsend* reached its winter layup berth in Milwaukee.

Meanwhile, the Lake Carriers' Association reported that U.S.-flag carriage "increased slightly on the Great Lakes during the 1998 season," according to their estimates. However, the group also reported that "dumped steel significantly impacted the Lakes Jones Act fleet. The initial tally for iron ore (moved last year) shows a decrease of 580,000 tons, yet at one point in the season, U.S.-flag ore cargoes were 2.3 million tons ahead of 1997's record pace."

Altogether, the association estimates that U.S.-flag ships on the Lakes moved 125,314,425 tons of cargo during the 1998 season - an increase of about 82,000 tons compared to the previous season.



During last month's NTSB hearing, Capt. Vittorio Sartori points to a display as he explains the events surrounding last July's fire on the Liberian-flag cruise ship *Ecstasy* near Miami.

## Tackling the Y2K 'Bug'

# CG Information Specialist Examines 2000's Potential Impact

If the thought of computer-reliant ships smashing into ports, or highly automated airplanes spiraling out of the sky aren't enough to convey the potential dangers of the now-infamous Y2K situation, then consider this real-life experience of U.S. Coast Guard Rear Admiral George Naccara, who heads the agency's broad effort to combat the millennium bug.

Naccara recently was overcharged by about \$5,000 on his monthly credit card bill, because of a computer error related to renewing an insurance policy beyond the year 2000.

The rear admiral's encounter obviously pales in comparison to the seriousness of those hypothetical disasters, but it is yet another example of the myriad difficulties presented by Y2K (the abbreviation for year 2000).

"Y2K has helped make the entire country realize our tremendous dependence on information technology," Naccara said last month at a meeting of the Washington, D.C. chapter of the Propeller Club. "That includes many of the critical systems on ships. And the United States economy is extraordinarily dependent upon maritime shipping."

He mentioned navigation and engine control systems, cargo gauging equipment, vessel traffic management tools, communications devices and "in essence, any system that supports shipping or cargo handling operations" as susceptible to the Y2K bug.

In fact, Naccara, the Coast Guard's chief information officer, pointed out that as many as 10 other "critical dates" may cause similar problems. For instance, he cited September 9, 1999 (9/9/99) - which, in some computer languages, is a command meaning "cease operations."

"The Coast Guard experienced a Y2K disruption in early 1997," he recalled. "We had a failure in a software program at the Coast Guard Institute in Oklahoma City. The program triggers mailing to all correspondence course enrollees of an end-of-course test with a three-year completion window. In January 1997, the three-year window suddenly fell beyond the start of the new millennium, and the program, unable to correctly interpret the '00' end date of the year 2000 malfunctioned, and in so doing deleted hundreds of student records. The staff at the institute required two weeks to correct the problem. It was a sobering wake-up call."

Since then, the agency has assigned a large staff to address the Y2K issue and made it a top priority, Naccara noted. He explained that the Coast Guard has made substantial headway on this matter by following a five-step approach that includes increasing awareness, assessing information and control systems, repairing or terminating those sys-

tems, validating the repaired systems and returning them to use.

"We expect our boats, ships and planes will be ready and operating on January 1, 2000 and thereafter, with minimal disruption," he said.

Nevertheless, both last month and in earlier testimony before the U.S. House Committee on Technology and Infrastructure, Naccara acknowledged that even the most diligent preparations won't completely eliminate this global problem.

"Two things are certain. One is that not all government, business or industry systems will be repaired in time," he said. "The second certainty is that errors will surface in repaired systems, both during testing and then during actual operations. Independent

testing contractors have found error rates from 2 to 10 percent in systems that have been repaired and tested by their owners."

He then discussed various contingency plans, and also noted that the Coast Guard "plans no additional regulatory actions related to Y2K." Naccara said that strong cooperation within the maritime industry, coupled with the fact that "we already have the regulatory authority we need to ensure safety in our ports and on board vessels," preclude the need for further rules.

Naccara also pointed to this month's Y2K summit in London as vital to enhancing "contingency and outreach plans" for ships and ports. More than a dozen major maritime trade organizations are expected to attend.

## Internet Site Offers Y2K Starting Point

Y2K's worldwide scope predictably has led to numerous resources addressing the problem's many aspects.

For mariners interested in this issue, a suggested starting point is the U.S. Coast Guard's internet site devoted to Y2K. It is located on the World Wide Web at [www.uscg.mil/hq.g-m/y2k.htm](http://www.uscg.mil/hq.g-m/y2k.htm). (The dash between the letters "g" and "m" is part of the site address.)

The site's introduction proclaims that it "does not provide the solution, but it will provide the means for people and industry to express concerns and discuss possible answers to Y2K, a problem that we all face."

It defines the problem as "arising from the widespread use of a two-digit field, not four, to represent the year in computer databases, software applications and hardware chips (for example 06/18/85). Difficulty will arise in the year 2000 when the year is "00" and computer based systems will be unable to differentiate it from 1900 - the assumption of a single century.

"Programs and computer-based equipment may fail or produce flawed data as they attempt to perform calculations and sorting routines. If corrupted data goes unrecognized, the problem can be passed through interfaces to other automated information systems...."

"Many of today's computer hardware, heavy equipment and machinery may have embedded computer chips with this Y2K problem."

## Union Takes Big Strides Toward Y2K Compliance

Management information systems personnel at SIU headquarters, located in Camp Springs, Md., have made substantial progress in ensuring that the union's communications and record-keeping mechanisms are Y2K compliant.

The medical claims system became compliant late last year, as did the phone systems at headquarters, at all SIU halls and at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

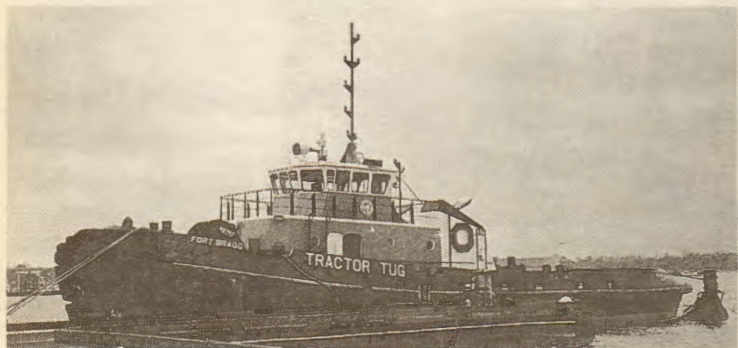
The clinic system (used to track physical examinations and drug-test data for the membership) was Y2K compliant when it was completed in 1992.

Additionally, the Seafarers Welfare Plan, Seafarers Pension Plan and union plans and accounting departments are using Y2K compliant software.

## Cape Fear Towing Adds New Tractor Tug in Wilmington, N.C.



SIU boatmen at Cape Fear Towing in Wilmington, N.C., including (above left, from left) Engineers David Register and Donald Todd, recently welcomed the addition of a new tractor tug, the *Fort Bragg* (also pictured below left). The new boat was built in Maine, and it joins Cape Fear's fleet of docking tugs, such as, pictured directly above, the *Fort Caswell*. From the left are Captain Doug McDonald, Engineer Lewis Farrow and Deckhand/Relief Captain Roy Honeycutt.



## Louisiana Merchant Marine Bonus Deadline Approaches

### July 1 Is Cutoff for Newly Eligible Mariners

The State of Louisiana is paying a \$250 bonus to merchant mariners from that state who sailed during the latter stages of World War II.

The bonus had been limited to those who served during the period between December 7, 1941 and August 15, 1945. However, enactment last year of the Veterans' Benefits Enhancement Act (supported by the SIU) extended some veterans' benefits to mariners who sailed between August 16, 1945 and December 31, 1946.

As a result, Louisiana has expanded the bonus to include those residents that served during the latter period. An unmarried surviving spouse of a merchant mariner whose death was related to that service also may be eligible for the bonus.

"Anyone who served in the merchant marine between December 7, 1941 and December 31, 1946 and was a resident of Louisiana at the time of entry into service, who have not already done so, are encouraged to apply for the bonus. All applications must be received by the Louisiana Department of Veterans Affairs on or before July 1, 1999,"

stated the department in a recent press release.

For more information and an application, contact the State of Louisiana, Department of Veterans Affairs, Post Office Box 94095, Capitol Station, Baton Rouge, LA 70804-9095, or telephone (225) 922-0500.

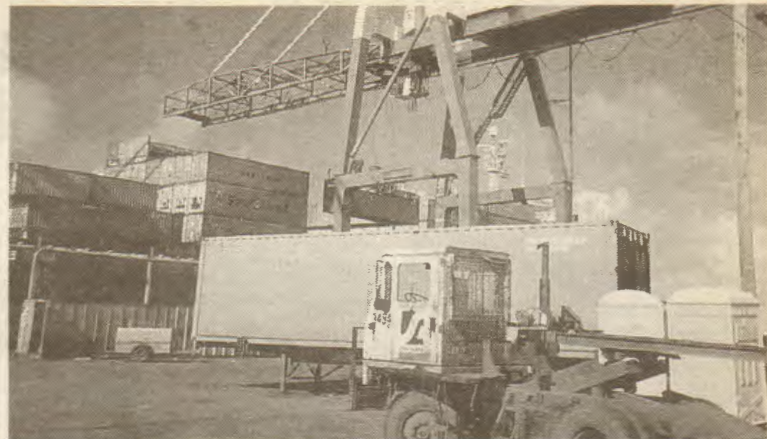
President Clinton signed the Veterans' Benefits Enhancement Act on November 11 (Veterans' Day). This followed unanimous passage of the legislation in the House and Senate.

In January 1988, the secretary of the Air Force, the branch of the services that oversees veterans' matters, awarded the status to some World War II mariners following an eight-year court battle. However, the announcement stated World War II veterans' status for merchant mariners would end nearly a year-and-a-half before the other branches of the service.

Merchant marine veterans' groups joined with maritime unions, including the SIU, to lobby Congress for the extension. Bills were submitted in each Congress following the announcement, but they never got past the committee stage until last year.



The *Sea-Land Consumer* loads cargo in Elizabeth, N.J. (left) bound for victims of Hurricane Georges in Puerto Rico and the Dominican Republic. At right, the vessel unloads the containers in San Juan, watched over by the ship's mascot (above).



## S-L Consumer Carries Cargo On Crescent Run



Electrician Howard Hedra is ready to help in loading the containers aboard the vessel.

The Seafarers aboard the *Sea-Land Consumer* have a lot to be happy about—a good crew, a clean ship, delicious food (especially at Thanksgiving) and important cargo.

According to DEU John Cooper (who sent the *Seafarers LOG* the photos on this page), the vessel crewed in Norfolk, Va. in October of last year, following 35 days in the shipyard, and has been on the Crescent Run since then. This route takes them from New York to Jacksonville, Fla.; San Juan, P.R.; Rio Haina in the Dominican Republic; and Houston.

On a recent voyage, the vessel carried containers loaded with building supplies and other equipment for the residents of Puerto Rico and the Dominican Republic, whose islands were devastated by Hurricane Georges (which struck the Caribbean beginning September 21 before proceeding to the U.S.).

Cooper reports that delicious Thanksgiving Day and Christmas dinners were served aboard ship, complete with all the usual holiday trimmings.

Another notable meal took place November 19 en route to San Juan in celebration of the container ship's 25th year of service with Sea-Land Service, Inc. Roast prime rib of beef au jus, eggplant parmigiana and broiled filet of sole were among the offerings at the anniversary festivities.

One particular sight the crew members enjoyed took place while on a run from Jacksonville to Puerto Rico. Sea Star Line's *El Yunque* was heading into port for her first load of cargo. (See feature on page 14 of the February *LOG*.) Seafarers aboard the *Sea-Land Consumer* expressed their sincere thanks to SIU President Michael Sacco and the contracts department for getting these new jobs and helping keep the union strong.



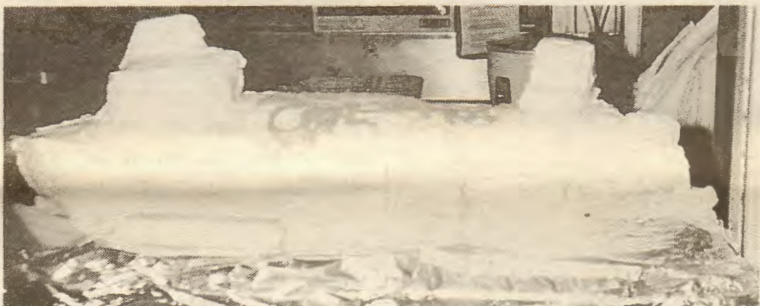
OMU Robert Brown keeps the engine room clean.



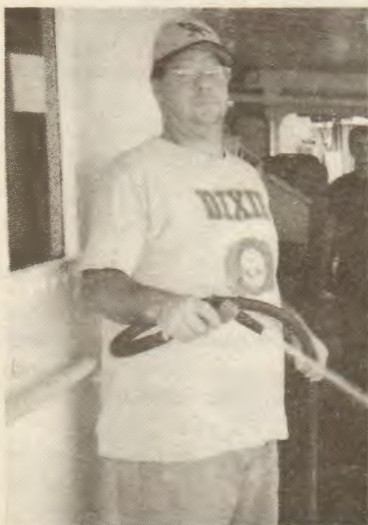
Learning the operations of the different departments aboard the *Sea-Land Consumer* is unlicensed apprentice Matt Nguyen.



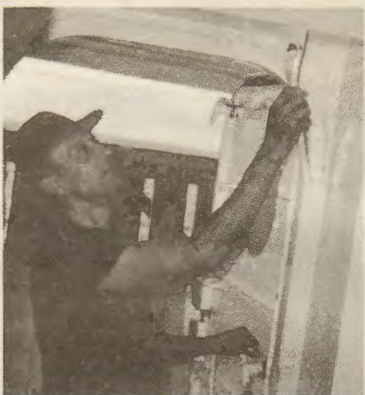
Getting the ship ready for arrival in port are DEU John Cooper (left) and AB Bennie Spencer.



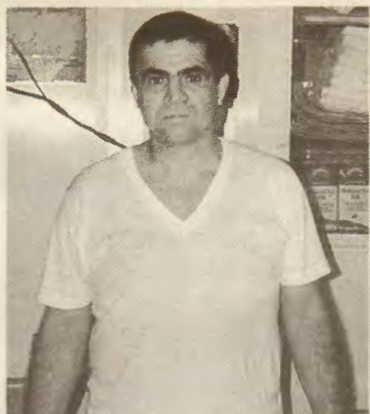
This beautiful cake in the shape of the *Sea-Land Consumer* marks the 25th anniversary of the vessel's service with Sea-Land Service, Inc.



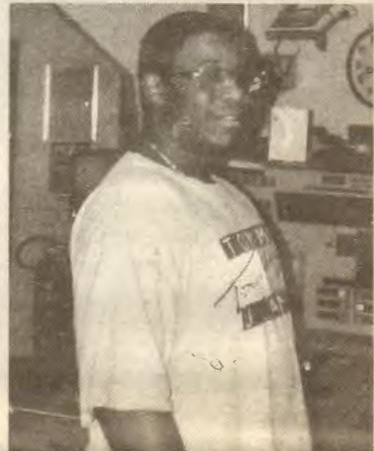
Bosun Frank Adams does his part to keep the ship in top condition.



The port door of the *Sea-Land Consumer* gets a new coat of paint from AB Juan Ayala.



Keeping the rooms in order is BR Americo Garayua.



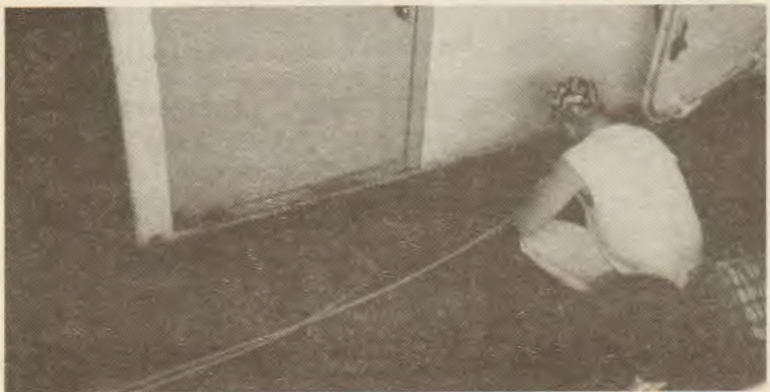
OMU Therman Ames hopes to work his way up to engineer.



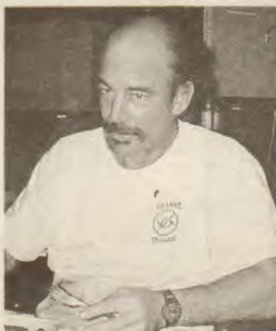
The entire crew appreciates the great meals prepared by Chief Cook William "Bill" Pitt (above).



AB Phil Harmon is completely full after a delicious meal and looks forward to the union meeting that evening, as is noted on the board.



LEFT: The task of splicing some wires before the vessel docks in San Juan is completed by AB D. McGath.



Crew members agree that the food aboard the *Sea-Land Consumer* is great. From the left are AB Larry Bradley, AB Steve Ledermann and OMU M. Yafai.



# Admiral Holder Succeeds Admiral Perkins as MSC Head

U.S. Navy Rear Admiral Gordon S. Holder became the 22nd commander of the Navy's Military Sealift Command (MSC) during a February 12 change of command ceremony at the Washington (D.C.) Navy Yard.

Holder succeeds Vice Admiral James B. Perkins III, a vocal backer of the U.S. merchant marine who served a 24-month tour at MSC.

Navy Admiral Jay L. Johnson, Chief of Naval Operations, and Air Force General Charles T. "Tony" Robertson, head of the U.S. Transportation Command, were the keynote speakers at the ceremony, which was attended by more than 600 people from MSC and other segments of the maritime industry.

Holder, a New Jersey native and 1968 Florida State University graduate, joins MSC after serving as commander of Amphibious Group Two, a position he has held since 1997. His at-sea assignments include serving as the commanding officer on the amphibious warfare ship *USS Widbey Island* during her maiden voyage in 1987 which included a period of presidential support during the 1987 economic summit in Venice, Italy. He also commanded the amphibious assault ship *USS Austin* in 1992.

During Desert Shield and Desert Storm, Holder served on the staff of the 7th Fleet commander as fleet exercises and amphibious warfare officer. Following

Desert Storm, he served as the assistant chief of staff for operations and plans at Amphibious Group Two until 1992.

His shore duty assignments included working as aide to the commandant 6th Fleet Naval District/Commander Naval Base Charleston, S.C.; company officer and special assistant to the commandant, U.S. Naval Academy; and as assistant surface commander assignment officer, Naval Military Personnel Command.

MSC provides worldwide ocean transportation for the Department of Defense. As the commander, Holder is responsible for more than 100 ships (including SIU-crewed vessels) which provide a variety of sealift services such as underway replenishment to Navy combatant vessels, specialized oceanographic and undersea surveillance, afloat prepositioning of U.S. military equipment, and transportation of Department of Defense fuel, military gear, building materials and other supplies.



Admiral James Perkins (right) salutes his successor as the head of Military Sealift Command, Admiral Gordon Holder, during last month's change of command ceremony in Washington.



The class helps Seafarers meet the Chapter VI requirements of STCW.

## Safety Course Is A Success

*Continued from page 4*

"The course I took covered a lot of key subjects," added Presser, who graduated from the Lundberg School in 1981. "It helps that the training books are concise and easy to understand."

As reported in the January issue of the *Seafarers LOG*, these classes do not replace the Paul Hall Center's basic fire fighting or water survival courses as required by 46 CFR for Coast Guard endorsement as a lifeboatman.

The new classes essentially cover the same subjects, but in varying degrees. Each is divided into four sections or modules that correspond with the Chapter VI requirements.

Among the topics addressed in module No. 1 are personal responsibility, communication,

emergency procedures, personal safety, safety equipment, and environmental protection procedures.

Module No. 2 includes curriculum on inflatable life rafts, survival at sea and signaling. The 28-hour class also covers station bills, lifeboats, rescue procedures and personal lifesaving equipment.

The third module covers first aid and CPR, including responder awareness and breathing awareness.

Fire fighting and fire prevention constitute the fourth module. Subjects in this segment include chemistry of fire, heat transfer, fire detection systems, fire extinguishing systems, agents and methods, fire fighting equipment, self-contained breathing apparatus, personal protective clothing and more.

## School Gets Positive Review

*Continued from page 4*

requiring an external auditing process known as a quality standard system, or QSS. ACE last year received U.S. Coast Guard authorization as a QSS.

This means that ACE will be able to approve Paul Hall Center courses as fulfilling STCW requirements, much the same way as the

Coast Guard's National Maritime Center (NMC) has okayed applicable classes in the past.

ACE is one of three entities approved by the Coast Guard to serve as a QSS for facilities providing training and education to meet STCW requirements. The other two are the American Bureau of Shipping and Det Norske Veritas.

## Cleveland Crew 'Proud and Pleased' To Take Part in Humanitarian Effort Clothing Donations in Liberia Aid Needy Citizens

*Editor's note: Bosun David J. Garouette submitted the following article.*

The most recent voyage of the SIU-crewed *Cleveland* (a Sealift Inc. C-5 breakbulk freighter) recently called on various West African ports. The schedule put her in Monrovia, Liberia between Christmas and New Year's Day.

Before departing from the United States, the ship received about 50 large bags of clothing from the Lake Charles (La.) Seamen's Center, to be distributed to needy people in a port of our choice. We originally chose Freetown in Sierra Leone; but, due to fighting in that country, we were diverted to Liberia.

There, we designated one half of the clothing for distribution to citizens in Zwedru, which is located in eastern Liberia. This part of the country sustained massive damage from 1990-96, a period known as the Liberian Civil Crisis.

Today, it is an area to which refugees are returning from neighboring Ivory Coast. These refugees returned with few possessions and to homes that have

been partly or completely destroyed. The average monthly personal income there is about \$10 (U.S.). So, needless to say, clothing is much needed and appreciated.

Clothes were given to Shannon Ward of the United Nations World Food Programme (WFP) to be distributed through their office in Grand Gedeh. She kindly offered the background information for this article.

We gave the other half of the clothing to Mr. Yusufu Kaba of the Liberian Islamic Union for Reconstruction and Development, a

national organization that works in many areas throughout Liberia. This clothing will be distributed in the Massatin Leper Colony in northwest Liberia's Cape Mount County.

In that colony, population 360, lepers live with their families. Due to the conditions associated with leprosy, those who have the disease typically are unable to work, placing additional responsibilities on family members. WFP provides food to the colony and income is earned through petty trading. We were advised that the people at Massatin greatly will benefit from the donations.

Crew members aboard the *Cleveland*, from the captain on down, were very proud and pleased to participate in this humanitarian and goodwill gesture. When you see firsthand the true need of these people, there is nothing like the feeling that you get from knowing you are helping to make a difference, if only a small one.

The SIU can be pleased and proud as well to see that we are carrying on the traditions of the Brotherhood of the Sea, and expanding on it, too.



Bosun David Garouette and fellow crew members aboard the *Cleveland* eagerly participated in delivering clothing to needy citizens of war-ravaged Liberia.



Chief Steward Miguel Vinca (left) and Chief Mate Mike Leidelmeijer (second from right) join Liberian representatives Abraham Sanor, Victor Massaqui and Yusufu Kaba in helping coordinate the donation.

# Rough Weather, Good Spirits Abound Throughout USNS Effective Voyage

A recent voyage aboard the T-AGOS vessel *USNS Effective* demonstrated that a first-rate steward department and shipboard camaraderie can overshadow difficult sailing conditions.

AB Chris Edyvean reports that during the *USNS Effective's* journey in the North Pacific, beginning in September and ending in December, "the weather was the worst that most of the crew had ever encountered, including some

very rough seas. But the crew morale was still high, thanks to Chief Steward Greg Noble, who went beyond his duties to ensure good meals were put out; and Chief Mate Mike Coulbourne, who planned several activities during the voyage, including a Halloween costume party that probably was the highlight of the trip for most of us."

Assisting Noble in the steward department were Chief Cook

Jose Sepulveda and SA Musa Ahmed.

Edyvean, a 1992 graduate of the Paul Hall Center who provided the photos accompanying this story, says that notwithstanding the weather, the *USNS Effective* conducted routine surveillance operations for the U.S. Navy during its voyage. Operated by Maersk Line Limited for the U.S. Military Sealift Command, the *USNS Effective* spent the vast

majority of that time at sea, docking briefly in Yokohama, Japan.

According to a copy of the ship's minutes, upgrading at the Paul Hall Center was a popular topic during shipboard union meetings. Crew members noted the school recently installed state-of-the-art radar simulators, and they also discussed the impending opening of the Joseph Sacco Fire Fighting and Safety School.



AB Chris Edyvean, a frequent upgrader at the Paul Hall Center's Lundeborg School of Seamanship, says the *USNS Effective* endured remarkably foul weather.



OSs Carolyn Foster (top photo) and Walter Lichota (below) help ensure smooth operations aboard the surveillance vessel.



Credited by shipmates for helping keep morale high during a recent voyage aboard the *USNS Effective* are (from left) SA Musa Ahmed, Chief Steward Greg Noble and Chief Cook Jose Sepulveda.



Forming part of the *USNS Effective's* crew are (top photo, from left) medical department representative John Thomas and Bosun George KEBLIS, plus (bottom photo) AB Jerry Galletta and 2nd Mate John Stephens.



Operated by Maersk Line Limited, the *USNS Effective* gathers various oceanographic information for use by the United States Navy.

## 'Busch' League Move

### Budweiser Proposes Using Mexican Bottles for U.S. Beer

Citing the need to preserve American jobs "and the future of the U.S. glass industry," the Glass, Molders, Pottery, Plastics & Allied Workers Union (GMP) last month asked the U.S. Department of Labor to freeze Anheuser-Busch's import of Mexican bottles.

The union said Anheuser-Busch purchases 5 percent of its annual glass bottle supply from a Mexican company. It also called the brewer's plan to buy \$200 million in foreign bottles "a potential disaster for the American glass industry."

Meanwhile, the AFL-CIO Union Label & Service Trades Department is urging "all who agree that American-made beer should be distributed in American-made bottles — not in imported bottles" to call a toll-free number.

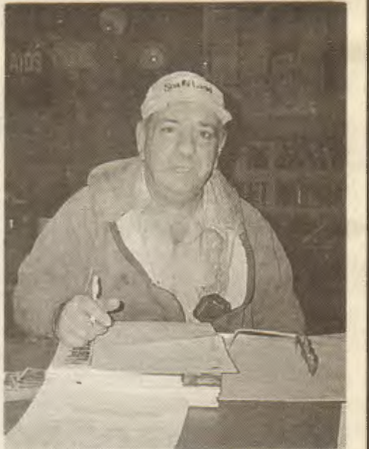
The department asks consumers to call Anheuser-Busch at 1-800-342-5283 to support the campaign. Callers need say no more than "American beer in American bottles," according to the GMP.

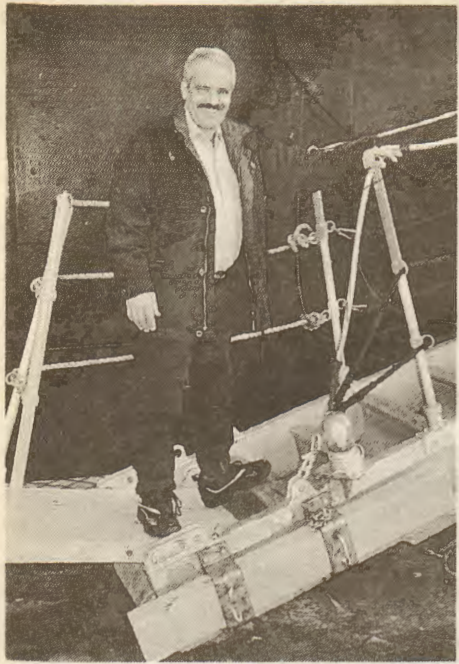
Anheuser-Busch, which makes Budweiser and other beers, has agreed to buy \$200 million worth of bottles from a nonunion Mexican glass maker for delivery early this year. The GMP says this action may result in thousands of lost American jobs, both in the glass industry and in industries that supply the bottle makers.

## Payoff on the Sea-Land Atlantic

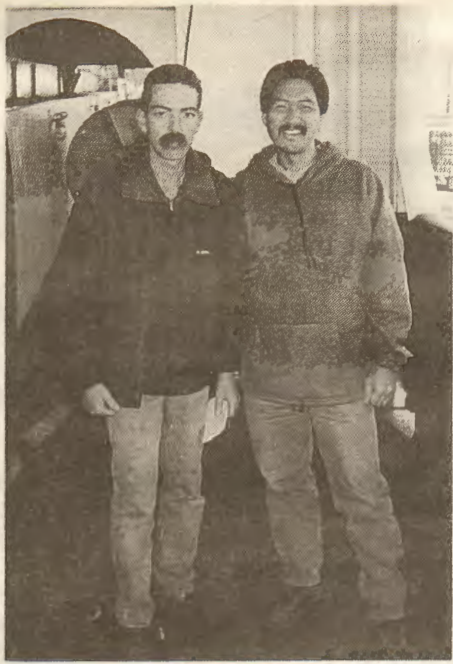


During a recent payoff aboard the *Sea-Land Atlantic* in Elizabeth, N.J., Seafarers discussed the latest union news and upgrading opportunities at the Paul Hall Center's Lundeborg School of Seamanship. Pictured from left to right, clockwise beginning with photo at upper left, are Chief Steward Edward Porter, Electrician Ralph Garner and Chief Cook William Muniz; Bosun John Bertolino; SA Hamed Ali and GUDE Fadel Ghaleb; and AB Larry Combs.





GUDE Yahya Ghalab is all smiles as he climbs the gangway while the ship is docked in Wilmington, Calif. in January.



Pictured from left to right on the *Sea-Land Patriot's* deck are ABs Mark Stevens and Gerry Gianan.



CHOW TIME: Enjoying a well-earned meal break in the galley are Seafarers (top) Toney Smith and (below) Roger Cash.



LEFT TO RIGHT: AB E.F. O'Brien, Bosun Skip Yager and Chief Steward William Burdette pose for a photo.

## SEA-LAND EXPLORER



Bosun Shawn Evans (left) and AB Richard Volkart form part of the *Sea-Land Patriot* crew.



LEFT TO RIGHT: AB Jack Martin, Bosun Shawn Evans, SIU Wilmington, Calif. Port Agent John Cox and QMED Horst Baetjer take a break.



Helping make the SIU-crewed *Sea-Land* containership a good feeder are (l-r) Chief Cook Ernest Polk and Chief Steward Ruben Casin.

## SEA-LAND PATRIOT



AB Joe Smoler carries stores.

With a "Hello" to Their Fellow Seafarers are:



QEE Jimmie Robles



AB Raffy Giray



AB Amante Gumiran



Chief Steward Donald Spangler (right) and Chief Cook Joseph Wouthuyzen



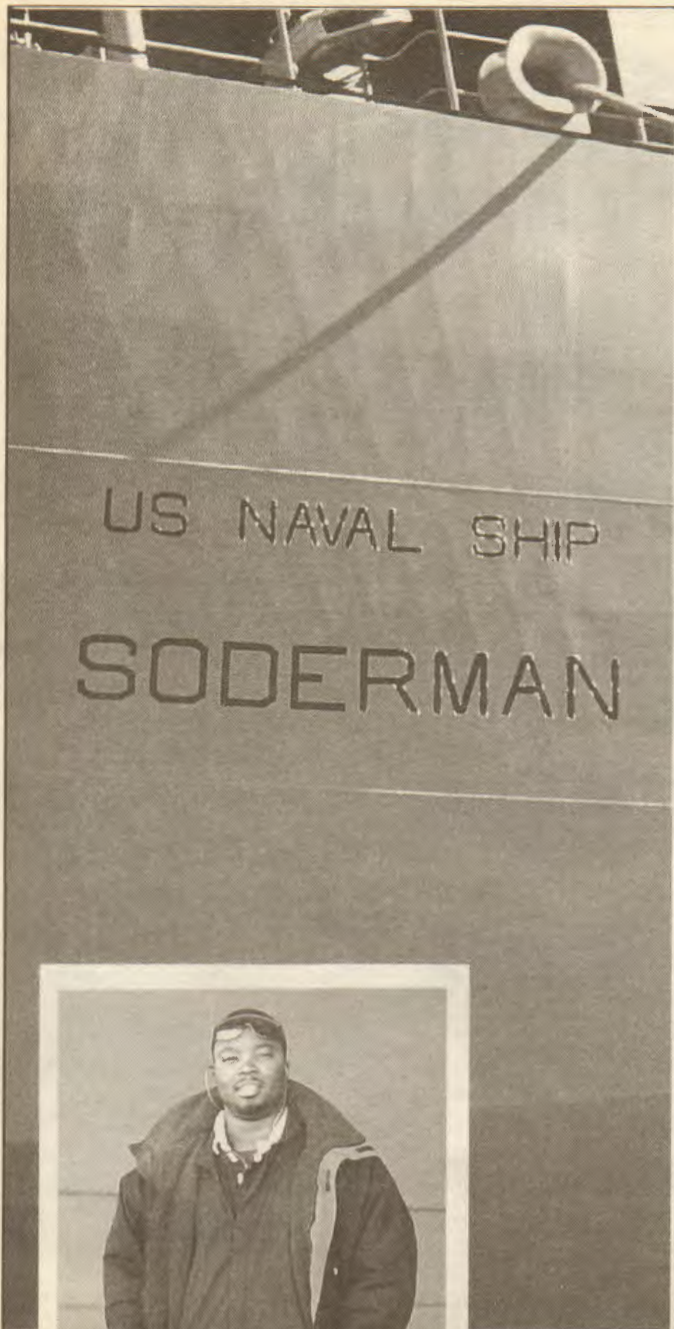
GSU Greg Rice



Pausing in the galley are Chief Cook Joseph Wouthuyzen (left) and Port Agent John Cox.

## SEA-LAND DISCOVERY

# Soderman Seafarers:



Entering its second full year of service to the U.S. Military Sealift Command (MSC), the SIU-crewed *USNS Soderman* has a tough act to follow, based on its performance in 1998.

The vessel last year received numerous accolades from the armed forces for support missions in Bosnia and Kuwait as well as other duties.

"These guys were fantastic," said Captain Michael Burke while the enormous ship recently was tied up in Norfolk, Va. "We got a lot of recognition and the whole crew deserved it. They did a great job."

The *Soderman* crew members began the new year honing their familiarization with the International Safety Management (ISM) Code, as the vessel prepared for a mandatory audit as part of ISM's implementation. Shipboard safety classes constituted a major part of that preparation.

"The main thing, whether you're reading about ISM or working in your department, is to have a good attitude, and for the most part that has been the case on this ship," noted Recertified Bosun Klaus "Whitey" Tankersley, a 32-year member of the SIU.

The *Soderman* was delivered to MSC in

November 1997, following a lengthy conversion that left it with 300,000 square feet of cargo stowage area. The roll-on/roll-off (RO/RO) vessel features seven decks, is almost 907 feet long and consistently sails at 24 knots, Burke stated.

Formerly a commercial containership, the *Soderman* (converted at National Steel and Shipbuilding Co. in San Diego) can carry an entire U.S. Army task force, including more than 1,000 tanks, trucks and other military vehicles.

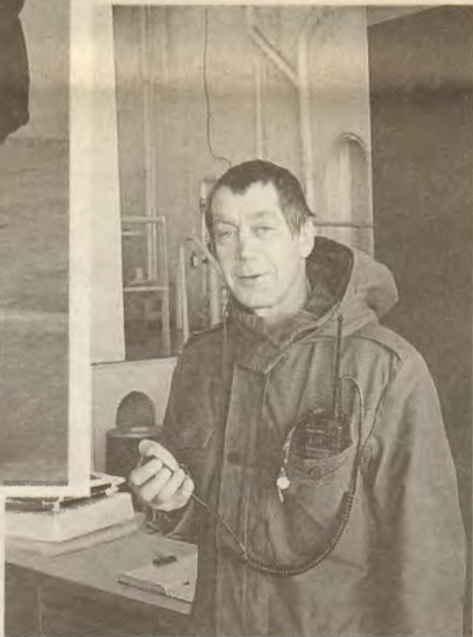
The *Soderman's* finest moment to date may have occurred last August. As part of the NATO peacekeeping mission known as Operation Joint Forge, the vessel delivered U.S. Army combat support equipment and supplies bound for Bosnia to a port in Croatia.

It was the largest ship ever to call on that region (part of the former Yugoslavia), and the delivery saved valuable time and money for the Army, according to MSC.

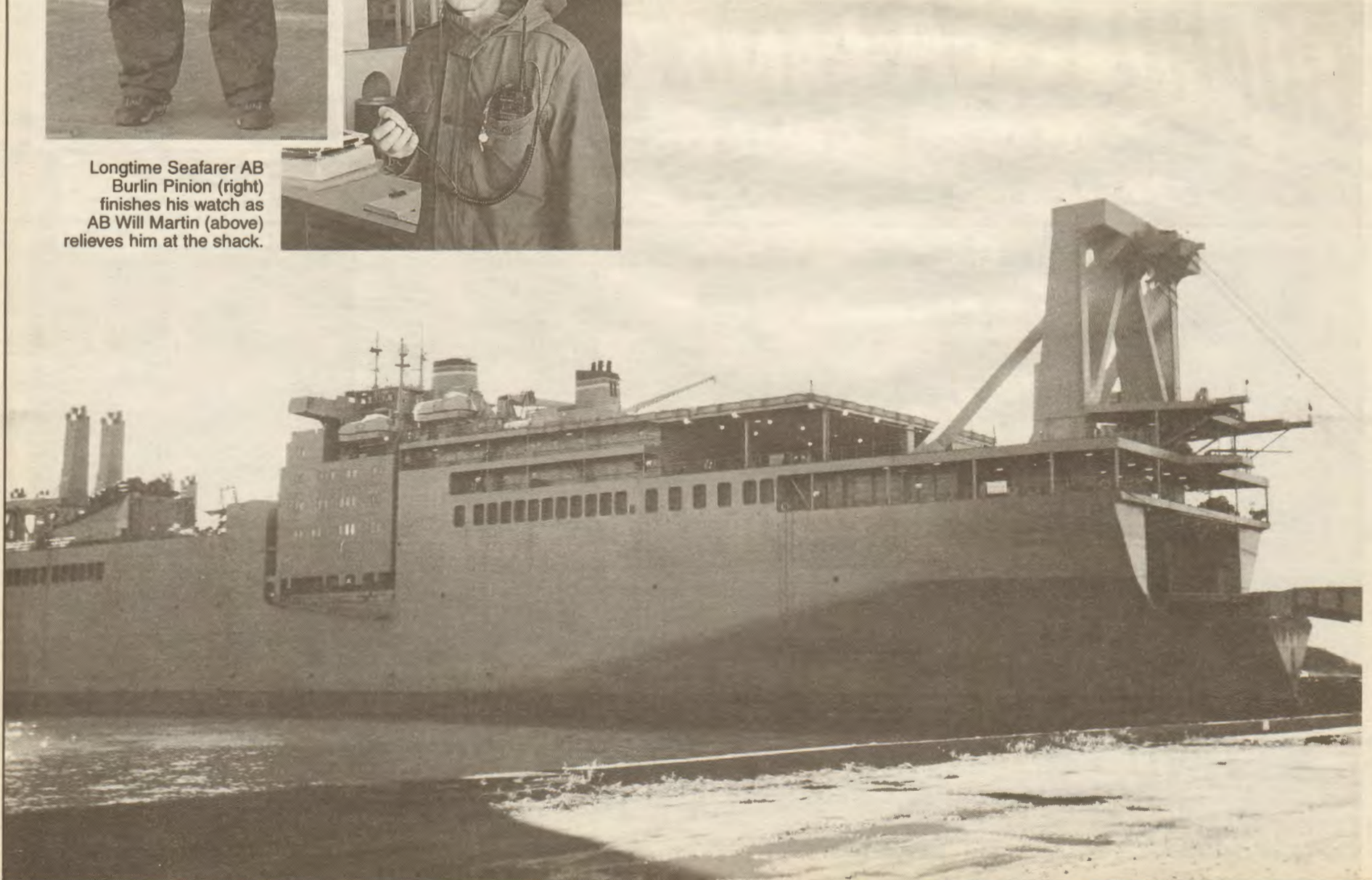
Like the four other converted RO/ROs that are part of a 19-ship program to bolster U.S. sealift capability (as called for by a Pentagon study following the Persian Gulf War), the *Soderman* is named for a Medal of Honor recipient.



Longtime Seafarer AB Burlin Pinion (right) finishes his watch as AB Will Martin (above) relieves him at the shack.



GOOD EATIN': While in Norfolk, crew members had plenty of kind words for Chief Cook Tim Taylor (left) and Chief Steward Victor Jemenez, whom they credit with making the vessel a good feeder.



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# Full Speed Ahead in 1999



ENOUGH FOR YA? While the man was in the Persian Gulf, Bosun Tankersley confirms that the scorching 120-degree heat indeed is hot enough to fry an egg on deck.

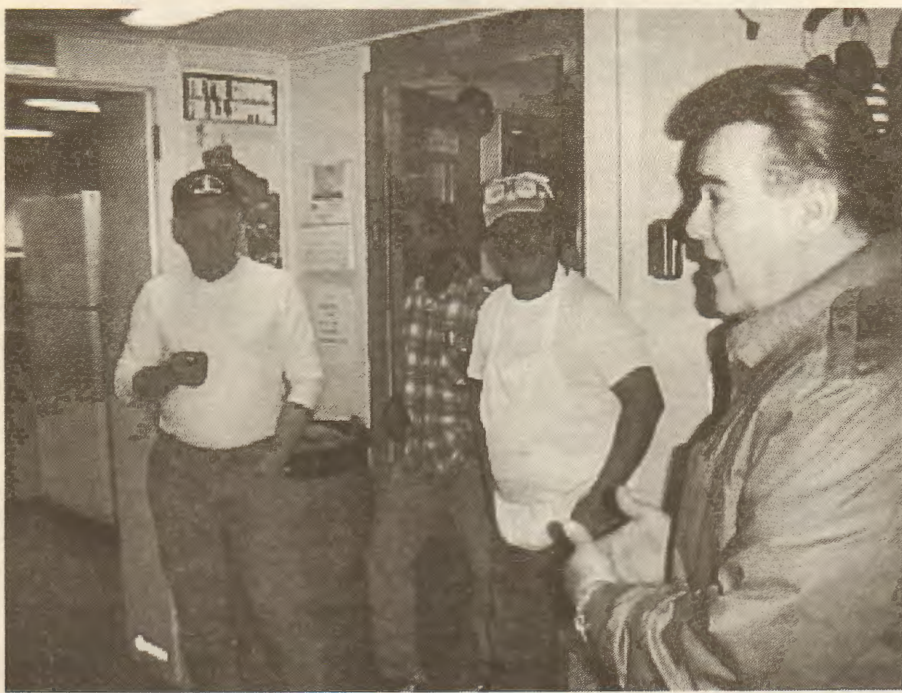


When docked in Norfolk, Va. earlier this year, the *Soderman* became covered in coal dust from a nearby cargo ship. Here, ABs (from left photo) Freddie Viniegra, Brock Booker and Jeff Saxson restore the ship's luster.



Intent on keeping the engine room running smoothly are QMEDs Neil Carter (left) and Mario Cruzat.

## With Seafarers Aboard the Overseas Philadelphia



Seafarers aboard the *Overseas Philadelphia* recently welcomed SIU President Michael Sacco (top photo, right) as well as other SIU officials and representatives of the Paul Hall Center's Lundeborg School when the vessel docked in Piney Point, Md. With no gangway available, Sacco and the other visitors climbed the ship's Jacob's ladder and met with the crew to discuss the recent NMU affiliation with the SIUNA, plus other news. They also praised the crew for maintaining an exceptionally clean vessel.

## Struggle Continues at Avondale

Continued from page 5

strations at worksites.

He pointed out that a workers' safety committee in the shipyard provided the Occupational Safety and Health Administration with enough information that the federal agency had to conduct its own investigation.

"They jumped in with both feet, eight investigators for two weeks at the end of last year," Reagan recalled. "We can make a difference."

The inspectors spotted numerous violations at the shipyard, which has a death rate three times higher than any other such facility in the United States, he added.

Reagan pointed out community support continues to grow with politicians and religious groups, thanks to recent news stories like those generated when the International Transport Workers' Federation exhibition vessel *Global Mariner* docked in New Orleans last November.

The courage of the Avondale workers in this multi-year struggle also attracted the attention of AFL-CIO President John Sweeney in his remarks to the MTD executive board.

"Here are 5,000 workers who overcame employer intimidation and harassment and voted for union representation over five years ago - five years ago and they still don't have a contract, and this is an employer that depends on taxpayer dollars for 90 percent of its business," Sweeney stated, referring to the fact that most of Avondale's work is procured from Navy contracts.

"We're fighting back in New Orleans and across the country by organizing entire communities to support the rights of workers to join unions and we're demanding elected officials join us - not just in their official capacities and not just in making our governments model employers, but also in their roles as moral leaders of our communities."

In a statement approved by the MTD executive board, the department, its unions and port councils "stand united in condemning the company's unlawful anti-worker policies and call upon the federal government to take immediate steps to rectify this unfortunate situation."



AFL-CIO Pres. John Sweeney pledges to involve more people and groups to aid the Avondale workers in their fight for a contract.



Metal Trades Dept. Pres. John Meese (above) and Avondale coordinator Bill Reagan (below) update the MTD board on organizing activities at the La. shipyard.



## 'Wonderful' Thanksgiving Meal Appreciated Aboard Pres. Adams

### Fellow Crew Members Commend Galley Gang

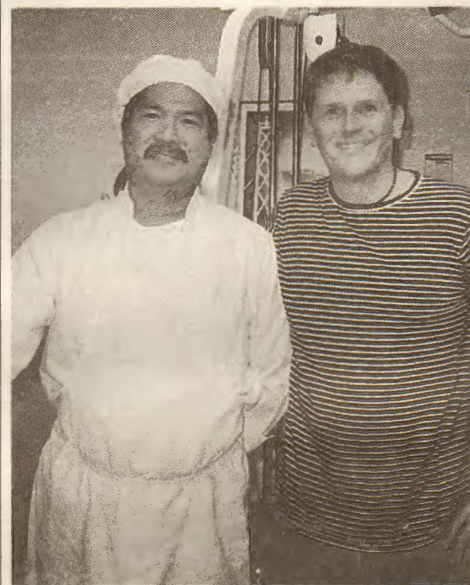
Crew members aboard the *President Adams* expressed their appreciation for the fine Thanksgiving feast put out by the Seafarers who comprise the vessel's steward department.

In separate notes, deck department members (represented by the SIUNA-affiliated Sailors' Union of the Pacific) and officers commended the galley gang of Chief Steward Lito Acosta, Chief Cook Charlie Mroczko and Assistant Cook/Utility Mike Briscoe.

"The extra time and effort to lay out the sumptuous buffet table is truly appreciated. The deck department would like to

extend our sincere appreciation," wrote Rich Cahill, I. Thorbjornsen, Rolando Gerbacio, Marty Joseph, Donald Persian and Bert Genita.

The officers agreed. "They put together a wonderful Thanksgiving meal, and we would like to extend our sincere thanks. They went above and beyond their duties to make an exquisite meal that set a comfortable holiday atmosphere at sea for Thanksgiving. This Thanksgiving meal was 'the best ever.' We couldn't have asked for a better holiday meal at sea," wrote Master G. Hasselbach and the other officers.



CLOCKWISE, FROM TOP LEFT: Chief Steward Lito Acosta and Captain G. Hasselbach meet in the ship's exercise room; Acosta displays part of the holiday feast; Chief Cook Charlie Mroczko and Assistant Cook/Utility Mike Briscoe also share in the credit for the meal.



## Steel Dumping Crisis Impacts All Workers

Continued from page 5

their jobs in my district because of steel dumping."

The congressman pledged to find a way to help the industry and its workers.

Becker cited U.S. trade policies as the reason steel and other domestic industries, like rubber and textiles, are suffering. He said U.S. government officials are more interested in exporting technology and capital to create manufacturing jobs overseas so we can import these goods at "rock bottom prices."

"Look at trade overall," the Steelworkers president asked the board. "We lost 272,000 industrial jobs in the United States last year! You can't support Social Security, Medicare and Medicaid on minimum wage jobs!"

MTD (and SIU) President Michael

Sacco followed up Becker's remarks by noting how the U.S.-flag Great Lakes fleet had to tie up early for winter because steel mills were cutting back. This action affected not just mariners, but also miners, railroad workers, chandlers and many others.

"Everyone in this room is affected in some way," Sacco noted.

The board supported a statement calling on the Congress to enact legislation to restrict the unfair levels of steel being imported into the United States. It also seeks agencies within the federal government to take swift action to restore the U.S. steel market to the conditions before the dumping of steel began.

The Steelworkers and the SIU are two of the 32 affiliated unions, representing nearly 8 million workers, within the MTD.

# Dispatchers' Report for Deep Sea

JANUARY 16 — FEBRUARY 15, 1999

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups Class A	All Groups Class B	All Groups Class C	All Groups Class A	All Groups Class B	All Groups Class C		All Groups Class A	All Groups Class B	All Groups Class C
<b>DECK DEPARTMENT</b>										
New York	23	10	7	17	8	8	5	44	24	10
Philadelphia	6	4	4	2	3	3	4	8	6	2
Baltimore	8	5	1	4	4	1	1	12	9	2
Norfolk	14	9	10	12	9	8	3	19	12	11
Mobile	8	5	2	11	2	3	3	13	7	1
New Orleans	15	10	9	10	12	4	5	34	12	9
Jacksonville	31	16	8	21	11	8	10	65	23	9
San Francisco	21	14	2	7	3	1	6	47	18	3
Wilmington	33	9	10	21	9	3	9	51	16	15
Tacoma	21	10	2	21	5	2	10	54	14	2
Puerto Rico	7	4	7	7	5	5	2	20	2	6
Honolulu	4	12	10	6	8	5	1	11	14	6
Houston	35	11	1	24	13	2	11	49	18	4
St. Louis	2	2	6	0	0	4	1	2	3	2
Piney Point	0	2	1	1	1	3	0	1	1	0
Algonac	0	2	2	1	1	3	0	1	1	0
<b>Totals</b>	<b>228</b>	<b>125</b>	<b>82</b>	<b>165</b>	<b>94</b>	<b>63</b>	<b>71</b>	<b>431</b>	<b>180</b>	<b>82</b>
<b>ENGINE DEPARTMENT</b>										
New York	13	10	2	8	8	3	3	26	15	1
Philadelphia	5	2	0	9	2	0	3	2	2	2
Baltimore	5	6	0	4	5	0	2	7	6	3
Norfolk	7	5	3	6	4	2	3	8	7	1
Mobile	9	4	0	8	7	0	3	19	3	0
New Orleans	8	9	6	10	8	4	5	14	10	4
Jacksonville	19	10	2	16	8	2	7	24	19	9
San Francisco	9	12	1	12	6	1	3	12	12	0
Wilmington	7	11	4	7	8	3	5	15	12	3
Tacoma	15	10	2	10	7	1	5	26	10	1
Puerto Rico	7	1	3	3	2	1	2	8	6	2
Honolulu	7	6	4	5	2	5	0	10	9	6
Houston	18	5	3	14	3	3	7	22	6	6
St. Louis	3	1	1	2	1	1	0	2	1	2
Piney Point	2	1	0	1	0	0	1	0	0	0
Algonac	0	0	0	0	0	1	1	0	0	0
<b>Totals</b>	<b>134</b>	<b>93</b>	<b>31</b>	<b>115</b>	<b>71</b>	<b>27</b>	<b>50</b>	<b>195</b>	<b>118</b>	<b>40</b>
<b>STEWARD DEPARTMENT</b>										
New York	8	6	0	16	3	0	4	17	9	1
Philadelphia	2	1	0	2	0	1	0	3	3	0
Baltimore	4	1	0	2	0	0	0	6	3	0
Norfolk	3	5	0	5	3	1	3	14	10	2
Mobile	4	1	2	6	3	0	2	7	4	2
New Orleans	4	4	2	6	2	0	1	10	15	4
Jacksonville	15	3	6	16	5	1	7	25	6	8
San Francisco	12	5	0	14	4	0	6	43	4	0
Wilmington	18	4	3	10	2	1	4	28	7	3
Tacoma	19	0	0	13	1	0	6	36	1	0
Puerto Rico	0	3	0	0	0	0	0	2	3	0
Honolulu	12	6	9	7	2	10	3	20	8	8
Houston	20	2	1	8	2	0	7	22	5	1
St. Louis	0	0	0	1	0	0	0	0	0	0
Piney Point	5	5	0	0	4	0	0	6	5	0
Algonac	0	0	0	0	0	0	0	0	1	0
<b>Totals</b>	<b>126</b>	<b>46</b>	<b>23</b>	<b>106</b>	<b>31</b>	<b>14</b>	<b>43</b>	<b>239</b>	<b>84</b>	<b>29</b>
<b>ENTRY DEPARTMENT</b>										
New York	5	19	19	4	8	10	0	12	46	31
Philadelphia	0	1	4	0	1	2	0	0	3	4
Baltimore	0	1	3	0	1	0	0	0	3	4
Norfolk	1	11	11	0	3	3	0	4	21	14
Mobile	0	4	0	2	3	0	0	0	14	3
New Orleans	5	8	7	3	5	4	0	6	15	9
Jacksonville	5	10	10	5	13	6	0	6	27	27
San Francisco	8	13	2	7	5	1	0	9	29	6
Wilmington	8	10	4	2	13	5	0	15	13	7
Tacoma	8	11	4	4	14	2	0	13	20	3
Puerto Rico	1	3	8	1	2	4	0	5	2	6
Honolulu	2	32	52	3	31	41	0	7	44	86
Houston	3	6	6	0	0	2	0	4	14	13
St. Louis	0	1	0	0	2	0	0	0	1	0
Piney Point	0	13	15	0	8	10	0	0	7	23
Algonac	0	1	1	0	1	0	0	0	0	1
<b>Totals</b>	<b>46</b>	<b>144</b>	<b>146</b>	<b>31</b>	<b>110</b>	<b>90</b>	<b>0</b>	<b>81</b>	<b>259</b>	<b>237</b>
<b>Totals All Departments</b>	<b>534</b>	<b>408</b>	<b>282</b>	<b>417</b>	<b>306</b>	<b>194</b>	<b>164</b>	<b>946</b>	<b>641</b>	<b>388</b>

\*"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.

## April & May 1999 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point .....Monday: April 5, May 3
- Algonac .....Friday: April 9, May 7
- Baltimore .....Thursday: April 8, May 6
- Duluth .....Wednesday: April 14, May 12
- Honolulu .....Friday: April 16, May 14
- Houston .....Monday: April 12, May 10
- Jacksonville .....Thursday: April 8, May 6
- Jersey City .....Wednesday: April 21, May 19
- Mobile .....Wednesday: April 14, May 12
- New Bedford .....Tuesday: April 20, May 18
- New Orleans .....Tuesday: April 13, May 11
- New York .....Tuesday: April 6, May 4
- Norfolk .....Thursday: April 8, May 6
- Philadelphia .....Wednesday: April 7, May 5
- San Francisco .....Thursday: April 15, May 13
- San Juan .....Thursday: April 8, May 6
- St. Louis .....Friday: April 16, May 14
- Tacoma .....Friday: April 23, May 21
- Wilmington .....Monday: April 19, May 17

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

### Personals

#### MEMBERS OF LIFEBOAT CLASS #199

Kirk Piper from Lifeboat Class #199 has photos of some of his classmates and would like to hear from them. He may be reached at (330) 836-2487, or write him at 970 N. Portage Path, Akron, OH 44313.

#### WADSWORTH JARRELL

Please contact Gomer Davis at 425 W. Dakota Ave., Hayden Lake, ID 83835; or telephone (208) 773-3034.

#### JANE ELAINE PRICE

Please contact Maggie Kemp at (904) 353-1698 as soon as possible regarding your mother.

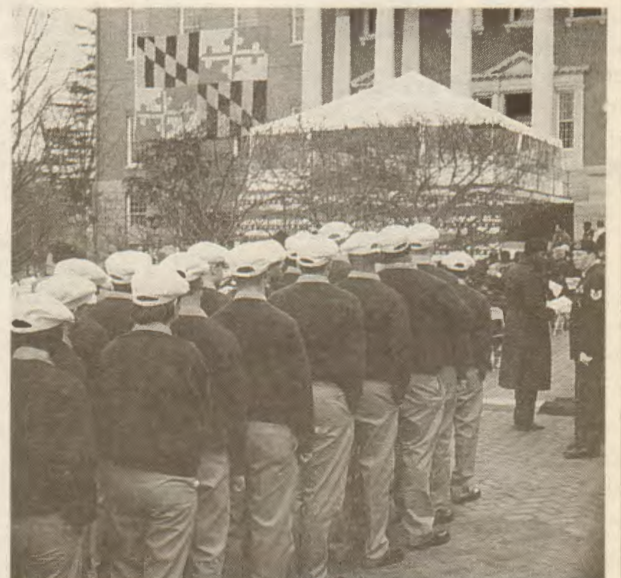
#### FRANCIS OSTENDARP

Please contact Tom Beauchesne at (302) 323-1790.

#### EDWIN MARVIN ARNOLD

or anyone with information on him, please call Carmelleta at (323) 256-1111.

### Seafarers Take Part in Inauguration



The state house in Annapolis, Md. was the setting for Maryland Governor Paris Glendonning's inauguration in January. Seafarers were well represented as honor guards at the swearing-in ceremony for the governor.

## Seafarers International Union Directory

Michael Saeco  
President

John Fay  
Executive Vice President

David Heindel  
Secretary-Treasurer

Augustin Tellez  
Vice President Contracts

Jack Caffey  
Vice President Atlantic Coast

Byron Kelley  
Vice President Lakes and Inland Waters

Dean Corgoy  
Vice President Gulf Coast

Nicholas J. Marrone  
Vice President West Coast

Kermett Mangram  
Vice President Government Services

### HEADQUARTERS

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

### ALGONAC

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

### ANCHORAGE

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

### BALTIMORE

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

### DULUTH

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

### HONOLULU

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

### HOUSTON

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

### JACKSONVILLE

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

### JERSEY CITY

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

### MOBILE

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

### NEW BEDFORD

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

### NEW ORLEANS

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

JANUARY 16 — FEBRUARY 15, 1999

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
<b>DECK DEPARTMENT</b>									
Algonac	0	31	4	0	0	1	0	31	3
<b>ENGINE DEPARTMENT</b>									
Algonac	0	19	2	0	7	1	0	12	1
<b>STEWARD DEPARTMENT</b>									
Algonac	0	3	4	0	2	0	0	1	4
<b>ENTRY DEPARTMENT</b>									
Algonac	0	16	13	0	2	3	0	14	10

Totals All Depts 0 69 23 0 11 5 0 58 18

\*"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

JANUARY 16 — FEBRUARY 15, 1999

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	2	3	6	0	1	2	5	5	10
Lakes, Inland Waters	39	0	0	4	0	0	32	0	0
West Coast	5	0	5	5	0	1	8	0	16
Totals	46	3	11	9	1	3	45	5	26
<b>ENGINE DEPARTMENT</b>									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	1	0	0	0	0	0	0	0
Lakes, Inland Waters	14	0	0	1	0	0	13	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	14	1	0	1	0	0	13	0	0
<b>STEWARD DEPARTMENT</b>									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	1	0	3
Lakes, Inland Waters	13	0	0	1	0	0	15	0	0
West Coast	0	0	1	1	0	1	0	0	3
Totals	13	0	1	2	0	1	16	0	6

Totals All Depts 73 4 12 12 1 4 74 5 32

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

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

## PIC-FROM-THE-PAST

This photo, sent to the *Seafarers LOG* by Pensioner Thurston Lewis of Arkadelphia, Ark., is of the deck crew members at a seaman-ship class aboard the SS *Del Norte* in 1950. The ship was on the New Orleans to Buenos Aires, Argentina run.

In a note to the *Seafarers LOG* accompanying the photo, Brother Lewis mentions that he later saw the ship's hull being cut up for scrap in Kaosiung, Taiwan.

Now 81, Brother Lewis is second from left in the photograph (with the arrow pointing to his head). He joined the SIU in 1944 in the port of New Orleans, starting in the deck department and later changing to the engine department. He retired August 1, 1974.

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.







## Welcome Ashore

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

Inland Captain **Charles V. Tucker** is among the 11 Seafarers who are announcing their retirements this month.

Representing 47 years of active union membership, Brother Tucker graduated from the towboat operators upgrading program offered at the Lundeberg School in Piney Point, Md. This program was designed to prepare qualified mariners for licenses under U.S. Coast Guard regulations requiring such documentation for all operators of uninspected towboats and tugboats.

Including Brother Tucker, four of the retirees signing off navigated the inland waterways; six shipped in the deep sea division; and one sailed aboard Great Lakes vessels.

Six of the retiring pensioners sailed in the deck department; three worked in the steward department; and two were members of the engine department.

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

### DEEP SEA



**GEORGE E. FRIES**, 54, graduated from the Lundeberg School's entry level training program in 1965 and

joined the Seafarers in the port of Wilmington, Calif. Brother Fries worked in the deck department, last sailing aboard the *Sea-Land Innovator*. The New York native

served in the U.S. Navy from 1962 to 1966. He makes his home in Paramount, Calif.

**NAJI HASSAN**, 70, started his career with the SIU in 1963 in the port of San Francisco. Born in



Yemen, he sailed as a member of the engine department. Brother Hassan last sailed in 1993 aboard the *Guayama*, operated by NPR, Inc. He has retired to Yuma, Arizona.



**JACKIE R. MCDANIEL**, 58, graduated from the Andrew Furuseth Training School in 1961 and

joined the Seafarers in the port of New York. A native of New Mexico, he sailed in the deck department and was active in union organizing drives. Prior to his retirement, he signed off the *Newark Bay*, a Sea-Land Service vessel. Brother McDaniel calls Houston home.

**FREDERICK E. OTTO**, 62, began sailing with the SIU in 1952 from the port of Galveston, Texas. His first ship was the *Liberty Flag*. The Texas native worked in the steward department, last sailing aboard



the *HMI Astrachem*, operated by IUM Corp. Brother Otto makes his home in Santa Fe, Texas.



**GEORGE SILALAH**, 68, joined the Seafarers in 1966 in the port of New York. Born in Indonesia, he sailed in the

deck department and frequently upgraded at the Lundeberg School in Piney Point, Md. Brother Silalahi last sailed aboard the *LNG Libra*, operated by Energy Transportation Corp. He has retired to Brooklyn, N.Y.

**JOSEPH F. "BUTCH" ZHEMECK**, 70, first sailed with the SIU in 1947 in the port of Philadelphia, aboard the



*Glacier Park*, operated by Pacific Tankers. During his career, he sailed in the steward and engine departments. Brother ZHEMECK came ashore in 1966 and worked in the maintenance department at the Brooklyn, N.Y. hall. The Pennsylvania native served in the U.S. Army from 1948 to 1952. He makes his home in Philadelphia.

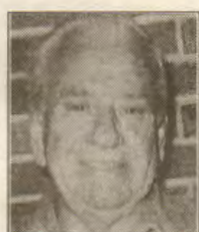
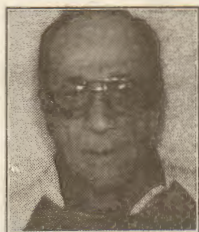
### INLAND

**PHILIP E. AYERS, JR.**, 62, first sailed with the Seafarers in 1960. A native of North Carolina, he sailed in the deck department and upgraded to 1st class pilot at the Lundeberg School. Boatman Ayers last sailed aboard the tug



*Carly*, operated by Turecamo Maritime. From 1955 to 1959, he served in the U.S. Air Force. He has retired to Mullica Hill, N.J.

**CHARLES F. MCDANIEL**, 65, joined the SIU in 1966 in the port of St. Louis. The Pennsylvania native worked as a chief engineer. He served in the U.S. Navy from 1952 to 1956. Boatman McDaniel makes his home in Georgetown, Ohio.



**CHARLES V. TUCKER**, 65, started his career with the Seafarers in 1951 in the port of Mobile, Ala. Boatman

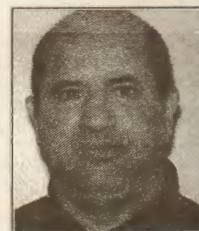
Tucker sailed in the deck department and graduated from the towboat operators program at the Lundeberg School in 1980. The Alabama native worked as a captain, last sailing aboard a Crescent Towing Co. vessel. He calls Chickasaw, Ala. home.

**WENCESLAO VAZQUEZ**, 57, joined the SIU in 1976 in Puerto Rico. A native of Puerto Rico, he sailed in the deck department and upgraded his skills at the Lundeberg School in Piney Point. Prior to his retirement, Boatman

Vazquez last sailed aboard a Crowley Towing & Transportation Co. vessel. He has retired to Las Piedras, P.R.



### GREAT LAKES



**ALI M. AHMED**, 49, began his career with the Seafarers in 1967 from the port of Detroit. Born in Arabia, he

worked in the steward department. His final vessel before retirement was the *Richard J. Reiss*, operated by Erie Sand Steamship Co. Brother Ahmed makes his home in Dearborn, Mich.

### Message from the Lane Victory

The *S.S. Lane Victory* ship memorial invites all active and retired seafarers to visit the ship and share experiences with the working crew.

The "*Lane*" is still a working ship, but crew members always have a special welcome for fellow mariners.

It is tied up at Berth 94, San Pedro, Calif., and the vessel is open from 0900 to 1630 daily.

## AMMV Honored by MTD

The executive board of the AFL-CIO Maritime Trades Department (MTD) congratulated the American Merchant Marine Veterans (AMMV) last month for successful conclusion of the arduous fight to extend veterans' benefits to all World War II mariners.

During the board's meeting in Miami, MTD President Michael Sacco and retired U.S. Maritime Administrator Al Herberger presented a ship's wheel to AMMV President George Searle, commemorating enactment of the Veterans' Benefits Enhancement Act.

The MTD actively supported passage of the legislation, which the House and Senate unanimously approved last fall and which President Clinton signed on Veterans' Day. Similarly, Admiral Herberger firmly backed the bill, which extends benefits to mariners who sailed between August 16, 1945 and December 31, 1946.

"I can personally attest that no one worked harder or longer than

George Searle in this effort," stated Herberger. "He was tireless, he was on the side of the right, and it's a privilege for me to help present this wheel."

Sacco, who also is president of the SIU, noted that the MTD "proudly supported this bill from the beginning. We supported it because it so obviously was the right thing to do. Plain and simple, without the commitment and bravery of all of our merchant mariners, the Allies would not have won the war."

Searle recalled that when the AMMV (which includes many retired SIU members and some active ones) formed the Merchant Mariners Fairness Committee a decade ago, the group was tasked with working to extend the cutoff date. He said they immediately and consistently received strong support from numerous unions throughout the AFL-CIO. "It has been a hard job, and I thank every one of you!"



George Searle (standing, center), president of the American Merchant Marine Veterans, accepts a commemorative ship's wheel from MTD President Michael Sacco (left) and retired U.S. Maritime Administrator Al Herberger last month in Miami. The presentation recognized AMMV's efforts to extend the cutoff date for veterans' benefits for World War II mariners. Pictured in the foreground is MTD Vice President Jack Stewart.

### Attention Seafarers:

# Make Maritime's Voice Heard! Contribute to SPAD!

# Final Departures

## DEEP SEA

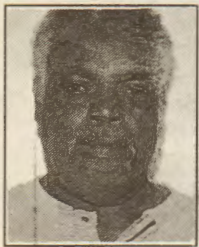
### FLOYD G. ALLEN

Pensioner Floyd G. Allen, 76, passed away January 4. Born in New York he began sailing with the Seafarers in 1964. He sailed in the engine department and upgraded his skills at the Lundeberg School in Piney Point, Md. During World War II, he served in the U.S. Army from 1943 to 1948. Brother Allen last sailed aboard the *Delta Venezuela*, operated by Delta Steamship Lines. He was a resident of Shickshinny, Pa. and began receiving his pension in August 1988.

### CARL E. BEARD

Carl E. Beard, 65, died August 27, 1998. Brother Beard started his career with the SIU in 1959. The Pennsylvania native sailed in the deck department and upgraded his skills at the Lundeberg School. He made his home in Baltimore.

### CHARLES E. BELL



Pensioner Charles E. Bell, 73, passed away January 13. He joined the Seafarers in 1966 in the port of San Francisco. A native of Georgia, he sailed in the galley gang and upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1980. A veteran of World War II, he served in the U.S. Navy from 1943 to 1946. A resident of Oakland, Calif., Brother Bell started receiving his pension in October 1988.

### CLIFFORD A. BELLAMY



Pensioner Clifford A. Bellamy, 77, died December 22, 1998. A native of North Carolina, he started his career with the SIU in 1953 in the port of New York. Brother Bellamy worked in the deck department, last sailing aboard the *Overseas Alaska*. He was a veteran of World War II, having served in the U.S. Navy from 1943 to 1946. He was a resident of Gooding, Idaho and retired in November 1986.

### DANIEL A. BRASS



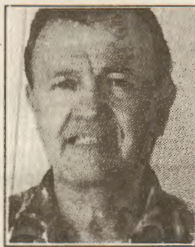
Pensioner Daniel A. Brass, 69, passed away January 12. Born in Maryland, he began sailing with the Seafarers in 1947 from the port of Norfolk, Va. Brother Brass sailed in the engine department and upgraded his skills at the Lundeberg School. A resident of Augusta, W.Va., he began receiving his pension in July 1994.

### ALFONSO CAMPANELLA

Alfonso Campanella, 59, died November 21, 1998. A native of Italy, he joined the Marine Cooks & Stewards (MC&S), before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Campanella sailed in the steward department and upgraded his skills at the Lundeberg School. He was a resident of Santa Rosa, Calif.

### FRANK CORVEN

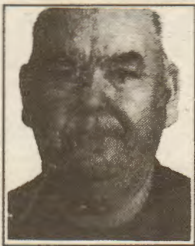
Pensioner Frank Corven, 72, passed away December 17, 1998. He gradu-



ated from the Andrew Furuseth Training School in 1962 and joined the Seafarers in the port of New York. Brother Corven worked

in the deck department, last sailing aboard the *Hawaii*, operated by Sea-Land Service. From 1944 to 1946, he served in the U.S. Navy. A resident of Sun City, Ariz., he began receiving his pension in December 1991.

### WILLIE D. CRAWFORD



Pensioner Willie D. Crawford, 70, died January 10. Born in Florida, he joined the SIU in 1947 in the port of New York. He sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1975. Brother Crawford retired in November 1985. He was a resident of Jacksonville, Fla.

### PEDRO N. DELVALLE



Pensioner Pedro N. DelValle, 82, passed away November 13, 1998. A native of Puerto Rico, he started his career with the Seafarers in 1941 in the port of New York. During his career, he sailed in the deck department and was active in union organizing drives. Brother DelValle made his home in Humacao, P.R. and began receiving his pension in June 1981.

### ALBERT G. ESPENEDA

Pensioner Albert G. Espeneda, 95, died January 8. Brother Espeneda joined the SIU in 1941 in the port of New York. A native of the Philippines, he sailed in the steward department. From 1918 to 1932, he served in the U.S. Navy. A resident of New Orleans, he retired in October 1968.

### LAZARO Z. FABRO

Pensioner Lazaro Z. Fabro, 86, passed away November 21, 1998. Born in the Philippines, he started his career with the MC&S in 1942, before that union merged with the SIU's AGLIWD. Brother Fabro began receiving his pension in February 1974. He was a resident of San Francisco.

### EDWARD F. LEASGANG



Pensioner Edward F. Leasgang, 87, died September 23, 1998. He joined the Seafarers in 1943 in the port of New York. During his career, he sailed in the deck department and was active in union organizing drives. A resident of Seattle, Brother Leasgang retired in December 1975. A veteran of World War II, the Pennsylvania native served in the U.S. Army from 1940 to 1943.

### JENE LEGG

Pensioner Jene Legg, 73, passed away December 22, 1998. Born in Kansas, he began sailing with the SIU in 1944 from the port of Norfolk, Va. Brother Legg sailed in the deck department and upgraded

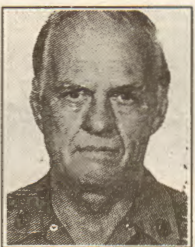


his skills at the Seafarers Harry Lundeberg School of seamanship. A resident of Yuma, Ariz., he began receiving his pension in February 1988.

### WILLIAM LOVETT

Pensioner William Lovett, 75, died January 11. Brother Lovett started his career with the Seafarers in 1941 in the port of Mobile, Ala. The Alabama native sailed in the steward department and upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1982. Prior to his retirement in December 1988, he signed off the *American Heritage*. He was a resident of New York City.

### JOHN C. MADSEN



John C. Madsen, 70, passed away December 23, 1998. Born in Connecticut, he began sailing with the SIU from the port of San Francisco in 1992. Brother Madsen worked in the deck department. His most recent voyage was aboard the *Maersk Constellation*. He was a resident of Honolulu.

### RAYMOND J. MCPHILLIPS



Pensioner Raymond J. McPhillips, 72, died December 4, 1998. Brother McPhillips first sailed with the Seafarers in the 1940's. Born in Rhode Island, he sailed in the engine department and upgraded his skills at the Lundeberg School. During World War II, he served in the U.S. Navy from 1943 to 1946. A resident of Porter, Texas, he began receiving his pension in August 1986.

### CHARLES D. MERRILL



Pensioner Charles D. Merrill, 77, passed away November 5, 1998. A native of Alabama, he joined the SIU in 1942 in the port of Philadelphia. He sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1974. Brother Merrill retired in June 1976. He was a resident of Mobile, Ala.

### JOHN MITTE

Pensioner John Mitte, 81, died October 25, 1998. After 20 years in the U.S. Marine Corps, he started his career with the MC&S in 1963 in the port of San Francisco, before that union merged with the SIU's AGLIWD. A native of California, he made his home in Kelseyville. Brother Mitte started receiving his pension in March 1983.

### RAYMOND J. MOORE



Pensioner Raymond J. Moore, 65, passed away November 28, 1998. Brother Moore joined the Seafarers in 1953 in the port of New York.

The Pennsylvania native worked in the deck department, last sailing aboard the *Potomac*, a Connecticut Transportation Co. vessel. During his career, he was active in union organizing drives. A resident of Mantua, N.J., he retired in March 1998.

### DALTON H. MORGAN



Pensioner Dalton H. Morgan, 83, died January 9. Born in Louisiana, he began sailing with the SIU in 1944 from the port of New Orleans. He sailed in the engine department and upgraded his skills at the Lundeberg School. Brother Morgan was active in union organizing drives and started receiving his pension in January 1981. He lived in Kerrville, Texas. A veteran of World War II, he served in the U.S. Army from 1942 to 1946.

### JOHN B. NOBLE



Pensioner John B. Noble, 66, passed away December 16, 1998. He joined the SIU in 1967 in the port of New York. The Empire State native sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification class in 1989. From 1952 to 1956, he served in the U.S. Coast Guard. A resident of Anchorage, Alaska, Brother Noble retired in October 1995.

### PIERRE A. NORMAND



Pensioner Pierre A. Normand, 84, died November 30, 1998. Brother Normand began sailing with the MC&S in 1957 from the port of San Francisco, before that union merged with the SIU's AGLIWD. Born in France, he became a U.S. citizen and made his home in Las Vegas. Brother Normand started receiving his pension in December 1977.

### DAVID K. NUNN



Pensioner David K. Nunn, 80, passed away December 29, 1998. A native of Texas, he joined the Seafarers in 1943 in the port of New York. He sailed in the galley gang and upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1977. Brother Nunn came ashore as an SIU representative and worked in the San Francisco hall. During his career, he was active in union organizing drives. A resident of San Mateo, Calif., he retired in June 1981.

### ELZIE C. O'NEIL



Pensioner Elzie C. O'Neil, 73, died October 19, 1998. Born in North Carolina, he began sailing with the SIU from the port of Norfolk, Va. Brother O'Neil sailed as a member of the deck department and started receiving his pension in December 1977. He was a resident of Norfolk.

### JOHN S. ORFANIDES



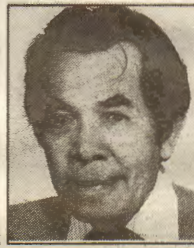
Pensioner John S. Orfanides, 86, passed away October 27, 1998. Brother Orfanides joined the MC&S in 1953 in the port of Wilmington, Calif., before that union merged with the SIU's AGLIWD. Born in Turkey, and a resident of Hawthorne, Calif., he retired in February 1972.

### RALPH A. OVERAND



Pensioner Ralph A. Overand, 72, died November 1, 1998. He began sailing with the MC&S in 1957 aboard the *Matsonia* and graduated from the MC&S training school in Santa Rosa, Calif. Prior to his retirement in March 1979, Brother Overand signed off the *Mariposa*. Born in Colorado, he made his home in Chula Vista, Calif.

### AUGUSTO L. PACHEO



Pensioner Augusto L. Pacheco, 78, passed away November 12, 1998. A native of the Philippines, he started his career with the Seafarers in 1951 in the port of New York. During his career, he was active in union organizing drives. Brother Pacheco worked in the steward department, last sailing aboard the *Rover*, operated by Ocean Carriers, Inc. A resident of the Philippines, he began receiving his pension in December 1981.

### FRANCIS PHILLIPS



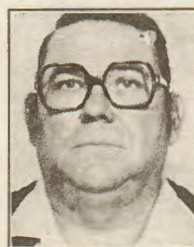
Francis Phillips, 66, died October 30, 1998. Born in South Carolina, he graduated from the MC&S training school in 1960 and joined the MC&S in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Phillips sailed in the steward department and upgraded to chief cook at the Lundeberg School. He was a resident of Long Beach, Calif.

### LADISLAO SEMANA



Pensioner Ladislao Semana, 86, passed away November 4, 1998. Born in the Philippines, he started his career with the MC&S, before that union merged with the SIU's AGLIWD. A resident of Waipahu, Hawaii, he began receiving his pension in July 1974.

### CHARLES E. SHARP



Pensioner Charles E. Sharp, 76, died December 31, 1998. He joined the Seafarers in 1947 in the port of Baltimore. The Maryland native sailed as a member of the engine department and retired in July 1978. He served in the U.S. Navy from 1944 to 1946. Brother Sharp lived in Baltimore.

# 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.

**OVERSEAS OHIO** (OSG Ship Management), October 29—Chairman **Timothy D. Koebel**, Secretary **Jeff Smith**, Educational Director **Byron Elliott**. Chairman reported on policy of having steward or bosun sign form attesting to cleanliness of quarters and giving it to captain prior to payoff. He also led discussion about section in tanker agreement dealing with reporting on time when all hands are called. No beefs or disputed OT announced. Letter from Vice President Contracts **Augie Tellez** regarding checking of rooms prior to departure read and discussed. Crew informed of proposed affiliation with NMU. Vote of thanks given to steward department for job well done. Next ports: Richmond, Calif. and Valdez, Alaska.

**1st LT. JACK LUMMUS** (American Overseas Marine Corp.), November 15—Chairman **Paul Griffin**, Secretary **Lauren Oram**, Educational Director **M. Reuter**, Deck Delegate **Rich Hilbert**, Engine Delegate **Robert Elliot**, Steward Delegate **David Gibson**. Chairman read letter from contracts department. Educational director urged everyone to upgrade skills at Lundeberg School and obtain training record book (TRB) and STCW endorsement. Treasurer stated \$150 in ship's fund. No beefs or disputed OT reported. Clarification requested on when TRBs will be needed and who should sign them. Crew asked to not lock scuttles, and when alarms go off in holds, someone should be sure to respond. Job well done to steward department for great food. Next ports: Saipan and Guam.

**LIBERTY SEA** (Liberty Maritime), November 29—Chairman **Harold Sebring**, Secretary **Charles Scott**, Educational Director **Nathaniel Gatén**, Deck Delegate **Everette W. Sanders**, Engine Delegate **Simeon G. Valencia**, Steward Delegate **Obencio Espinoza**. Chairman reported payoff December 3 in Houston. Educational director encouraged Seafarers to upgrade skills for better wages and job security. He also reminded crew about importance of donating to SPAD. No beefs reported. Some disputed OT brought up in steward department. New chairs requested for crew mess. Vote of thanks given to steward department and to ship's unlicensed apprentices, **Levy Calzado** and **Noel Corrales**.

## Titus Enters 1999



Khaled Shamman (left) and Saleh Mohamed, both GSUs, help ring in the new year aboard the *LTC Calvin P. Titus*.

**LIBERTY WAVE** (Liberty Maritime), November 29—Chairman **Roger J. Reinke**, Secretary **Tookie Davalie**, Deck Delegate **Leonard Zimmerman**, Engine Delegate **Nathan Rippey**, Steward Delegate **Steve Bowmer**. Chairman stated payoff to take place in New Orleans December 9. Union official needs to be present. Educational director reminded crew members of need to apply for TRB in order to register. He also encouraged everyone to attend upgrading courses at Piney Point. Some disputed OT reported in deck and steward departments. Crew requested tape rewinder, VCR, galley toaster, new crew mattresses and washing machine for crew laundry. Couches in crew lounge also need recovering. Next ports: New Orleans and Houston.

**LTC CALVIN P. TITUS** (Maersk Line), November 8—Chairman **Scott Heginbotham**, Secretary **Grant H. Armstead**, Educational Director **James Atwell**, Engine Delegate **Ali Abdulgani**, Steward Delegate **Wadsworth Jarell**. Chairman talked about possible SIU-NMU affiliation. He also noted captain's refusal to purchase ironing board and irons for laundry rooms. Ship scheduled to sail for Japan with no docking involved. Vessel to return to Saipan November 16. Stores will be received in Saipan. Educational director urged members to upgrade skills at Paul Hall Center and obtain TRBs before registering to ship. Treasurer stated \$50 in ship's fund. No beefs or disputed OT reported. Request made for better dental benefits for those working under standard contract and better distribution of new movies aboard ship.

**OVERSEAS HARRIETTE** (OSG Ship Management), November 29—Chairman **Billy Hill**, Secretary **M. Flores**. Chairman reported good voyage from U.S. to West Africa and thanked deck department for hard work. Ship to pay off on arrival in New Orleans. Educational director encouraged crew members without TRBs to apply immediately or they will not be able to register to sail aboard SIU-contracted vessels. No beefs or disputed OT reported. Communications read regarding change in direct management of operating company. Everyone reminded to take malaria tablets each Friday. Suggestion made for those who take relief jobs for 60 days or less to get transportation back to original port.

**OVERSEAS NEW ORLEANS** (OSG Ship Management), November 30—Chairman **Daniel Laitinen Jr.**, Secretary **Jonathan White**, Educational Director **John Trent**, Deck Delegate **Raul Guerra Jr.**, Engine Delegate **Rudolph Lopez**, Steward Delegate **Alberto Falcon**. Chairman led discussion on TRBs and of need to get book signed by captain. He also talked about being respectful of fellow crew members by keeping noise down. No beefs or dis-

puted OT reported. President's Report in *Seafarers LOG* read regarding Ready Reserve ships. Bosun said it makes him proud to be an SIU seaman. New dryer received for crew laundry room. Steward department given vote of thanks for wonderful meals, especially Thanksgiving. Next port: Corpus Christi, Texas.

**OVERSEAS NEW YORK** (OSG Ship Management), November 24—Chairman **J. Carlos Loureiro**, Secretary **Danny Brown**, Educational Director **Edward Self**, Deck Delegate **Timothy Smith**, Engine Delegate **Samuel Maddo**, Steward Delegate **Alphonse Dixon**. Chairman noted broken ice machine now repaired. He announced payoff November 27 in Wilmington, Calif. At last payoff, SIU rep advised crew that captain should sign TRBs, however, captain informed chairman he would not. Secretary asked crew members to fill out crew list. Educational director urged everyone to take advantage of opportunities for upgrading at Paul Hall Maritime Center. No beefs or disputed OT reported in engine and steward departments. Deck delegate reported some disputed OT. Discussion held pertaining to STCW requirements. Crew members asked to return movies to proper storage area when through with them. Bosun thanked deck gang for great job and extended vote of thanks to steward department. One minute silence observed for departed brothers and sisters.

**OVERSEAS OHIO** (OSG Ship Management), November 22—Chairman **Timothy D. Koebel**. Chairman informed crew of new form to be filled out regarding reliefs, attesting to familiarity with duties and ship's equipment. Those being relieved also need to sign form verifying quarters are cleaned before being paid off. Bosun led discussion on new vacation "bonus days" policy and will have it clarified by patrolman. He also reported that two-man watches as outlined in letter from VP Contracts **Augie Tellez** not being adhered to, resulting in disputed deck department OT. Educational director urged all crew members to show professionalism in carrying out duties of their ratings. Communications from headquarters read and posted pertaining to reliefs and use of ship's elevator at night. Thanks given to steward department for fine cuisine, and Chief Steward **Jeff Smith** wished happy vacation. Next ports: Ferndale and Anacortes, Wash.

**SEA-LAND INTEGRITY** (Sea-Land Service), November 21—Chairman **Leon T. Jekot**, Secretary **Alexander Banky III**, Educational Director **Dennis R. Baker**, Steward Delegate **Luis A. Lopez**. Chairman announced payoff in Port Elizabeth, N.J. November 26. No time off in port since everyone expected to attend Coast Guard drill at that time. Educational director reminded crew members to obtain TRB and have it signed before end of year. Treasurer announced \$13 in movie fund and said all contributions are appreciated. Some disputed OT reported in deck department. None reported by engine or steward department delegates. Suggestion made to have contracts department look into increasing pension. Steward department given vote of thanks for excellent meals.

**SEA-LAND NAVIGATOR** (Sea-Land Service), November 22—Chairman **Robert S. Wilson**, Secretary **Lynn N. McCluskey**,

Deck Delegate **Gregory Cudal**, Engine Delegate **James B. Spranza**. Secretary noted that with deteriorating weather, crew members should secure items in messhalls and other areas or notify steward to do so. Educational director stressed importance of upgrading opportunities at Lundeberg School, adding that more skills means more money and more choices. No beefs or disputed OT reported. Thanks given to steward department for great job. Next ports: Oakland, Calif. and Tacoma, Wash.

**SEA-LAND PRODUCER** (Sea-Land Service), November 22—Chairman **Joel Lechel**, Secretary **David Cunningham**, Educational

headquarters read and discussed, including President's Report from *Seafarers LOG* on importance of crewing vessels in Ready Reserve fleet. Captain to pass along any information regarding new MSC contract. Bosun made new cabinet for videos. Everyone asked to help keep ship clean, especially with riding gang coming aboard this trip. Vessel expected to go to shipyard to be fitted for prepositioning status. Next port: New York.

**OVERSEAS JOYCE** (OSG Ship Management), December 3—Chairman **Richard Bradford**, Secretary **Paula Kaleikini**, Educational Director **Jerry Patton**, Steward Delegate **Roger Mosley**. Chairman announced next

## New Year's Greetings from the Titus



Crew members aboard the *LTC Calvin P. Titus* wish everyone good tidings throughout the new year. From the left, standing, are Bosun **Scott Heginbotham**, AB **Bruce Bussert** and AB **John Jacob**. Seated are ABs **Armon DeBlois**, **Bob Fincher** and **Metwaly Taha**.

Director **C. M. Devonish**, Deck Delegate **Daniel Miller**, Engine Delegate **Gerado Moreno**, Steward Delegate **Leo Castro**. Chairman announced payoff on arrival in Elizabeth, N.J. November 25. He informed crew of upcoming 45-day shipyard period and thanked everyone with shifting ship many times during 6-day stay in San Juan, P.R. Educational director reminded crew members to obtain TRBs as soon as possible and also get STCW endorsement to comply with new safety regulations. Treasurer stated \$1,498.47 in ship's fund. No beefs or disputed OT reported. Bosun read letter from VP Contracts **Augie Tellez** regarding new ship's meeting form. He also read several articles from *Seafarers LOG* about crewing new MarAd ships and building new passenger vessels for Hawaiian trade. Suggestion made to change vacation policy. Discussion held on installation of present TV antenna and possibility of purchasing satellite TV. Second ice machine needed, especially in hot climates. Vote of thanks given to steward department for great meals, homemade baked goods and for keeping messhalls and pantry in tip-top condition. Next ports: San Juan, P.R.; Rio Haina, Dominican Republic; and Elizabeth, N.J.

**LYKES ADVENTURER** (Crowley American Transport), December 17—Chairman **Thomas E. Minton**, Educational Director **James B. Porter**, Deck Delegate **Richard L. Thomas**, Steward Delegate **David A. Brown III**. Chairman noted fax sent to headquarters to find out about prepo training needed for crew. Suggestion made for everyone to upgrade skills at Piney Point and to obtain prepo status. Treasurer announced \$50 for new TV antenna. No beefs or disputed OT reported. Communications from

trip will be to East Coast. All crew advised to remain aboard until relieved. No beefs or disputed OT reported. Crew asked to consult *Seafarers LOG* for headquarters communications since vessel not usually in port long enough to get to hall. Movies furnished by company. Anyone wanting specific movies should submit request to captain before arrival in Long Beach, Calif. VCR head cleaner tape should be purchased at same time.

**SEA-LAND HAWAII** (Sea-Land Service), December 8—Chairman **Hugo Dermody**, Secretary **Edward C. Winne**, Educational Director **Steve Kues**, Deck Delegate **Clemente Rocha**, Engine Delegate **Roy S. Frett**, Steward Delegate **Jorge R. Salazar**. Discussion held on letter sent to union pension plan concerning credit for seatime. Educational director urged everyone to attend upgrading facilities at Piney Point. Crew members reviewed letter from headquarters pertaining to reliefs and time allowed to get back to home port to take new job.

**SEA-LAND TACOMA** (Sea-Land Service), December 11—Chairman **Joseph Artis**, Educational Director **Kevin Bertel**, Engine Delegate **Earl Olson**, Steward Delegate **Amanda F. Suncin**. Chairman announced payoff on arrival in Tacoma, Wash. December 11. Educational director reminded crew members to obtain signoff on TRBs before end of year. No beefs or disputed OT reported. Communications from headquarters received concerning payoffs at sea or in port without presence of SIU patrolman. Everyone asked to help keep ship in good shape by cleaning up after themselves in crew lounge and returning dirty dishes to galley. VCR tape rewinder requested.

# Atlantic City Will Host Union Industries Show

## Free AFL-CIO Event Scheduled for May 14-17

The 1999 AFL-CIO Union-Industries Show — the largest Made in the USA exhibition of union workers' skills and services, featuring millions of dollars worth of union-made, American-made products — is scheduled for the New Atlantic City Convention Center, May 14-17.

The SIU and its affiliate union, the United Industrial Workers, once again will participate in the show, which annually draws hundreds of thousands of visitors. Various UIW-made products as well as passenger-boat trips aboard vessels crewed by Seafarers will be among the goods and services on display.

A showcase of the quality and variety of union-made, American-made goods and services, this year's exhibition will cover floor space the equivalent of five football fields. Admission is free.

The show is considered by

many as the largest job fair in the country. For young people, in particular, the show is regarded as a prime place to get a firsthand look at the wide range of good jobs available for those who prepare for them.

The show will feature more than 300 trade unions as well as companies with union-represented employees.

Additionally, scores of guests will take home tens of thousands of dollars worth of union-made goods that are on display — big-ticket items, small-ticket items, and those in between, from cereal products and ice cream to household appliances and motor vehicles, and much more.

For additional information, contact the AFL-CIO Union Label & Service Trades Department at (202) 628-2131.

Conducted in a different city each year, this will be the second

time in the show's 61-year history that it has been staged in Atlantic City. The first time was in 1987.

In addition to SIU-contracted Delta Queen Steamboat Co., UIW-contracted companies participating in last year's show included A&E Products (which manufactures clothing hangers), Church and Dwight (Brillo pads, dryer cycle products and non-scratch scouring pads), Cott Beverage (soft drinks), Franklin International (wood glue), Heinz Pet Products (animal food), La Victoria (Mexican food products), the Hotel Queen Mary (tourist attraction and historic former liner in Long Beach, Calif.), Tri-Union International (canned tuna and salmon products, including the Chicken of the Sea label) and Worthington Foods (canned and frozen foods that are cholesterol-free and low-fat or fat-free).

## April 15: Scholarship Deadline Nears

April is just around the corner—next month, to be exact—and that means now is the time to mail your scholarship application in order for it to be received by the April 15 deadline.

If you plan to attend college next year and would like to try for one of seven monetary awards being given by the Seafarers Welfare Plan to help qualified Seafarers, their spouses and dependent children finance a college-level education—it is not too late to apply.

Even though there is only one month to fill out the form, collect all the necessary paperwork and mail it in, the process can be completed with a little organization.

First, an application form is required. The booklet containing this form may be obtained



from any SIU hall or by filling out the coupon below and returning it to the scholarship program of the Seafarers Welfare Plan. Eligibility requirements are spelled out in the booklet.

The application form, itself, is easy enough to fill out, but the entire application package contains a number of additional items which must accompany

the form. They include:

- ✓ autobiographical statement,
- ✓ photograph,
- ✓ certified copy of birth certificate,
- ✓ high school transcript and certification of graduation or official copy of high school equivalency scores,
- ✓ college transcript,
- ✓ letters of reference, and
- ✓ SAT or ACT results.

With the cost of a college education rising each year, the annual scholarship is one SIU benefit that can help members and their families realize their educational goals.

No one can be awarded a scholarship without filling out an application and mailing it to the SIU Scholarship Program by April 15. Do it now!!

Please send me the 1999 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name of Applicant \_\_\_\_\_

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.

3/99

### Attention: Tankermen

**NOW Is The Time To Upgrade At The Paul Hall Center! See Page 23 .**

### SUMMARY ANNUAL REPORT FOR SEAFARERS VACATION FUND

This is a summary of the annual report of the Seafarers Vacation Fund. EIN 13-5602047, Plan No. 503, for the period January 1, 1997 through December 31, 1997. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$26,146,074 as of December 31, 1997, compared to \$24,282,651 as of January 1, 1997. During the plan year, the plan experienced an increase in its net assets of \$1,863,423. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$38,554,775, including employer contributions of \$37,142,825, realized losses of \$2,927 from the sale of assets, and earnings from investments of \$1,414,877.

Plan expenses were \$36,691,352. These expenses included \$3,842,428 in administrative expenses and \$32,848,924 in benefits paid to participants and beneficiaries.

#### Your Rights To Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. an accountant's report;
2. assets held for investment;
3. transactions in excess of 5 percent of plan assets; and
4. service provider and trustee information.

To obtain a copy of the full annual report, or any part thereof, write or call the Board of Trustees Seafarers Vacation Fund, 5201 Auth Way, Camp Springs, MD 20746-4211; telephone (301) 899-0675. The charge to cover copying costs will be \$1.70 for the full annual report, or 10 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan (Board of Trustees Seafarers Vacation Fund, 5201 Auth Way, Camp Springs, MD 20746-4211) and at the U.S. Department of Labor (DOL) in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, N-5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

### SUMMARY ANNUAL REPORT FOR SEAFARERS WELFARE FUND AND SUBSIDIARY

This is a summary of the annual report of the Seafarers Welfare Fund and Subsidiary, EIN 13-5557534, Plan No. 501, for the period January 1, 1997, through December 31, 1997. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

#### Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$23,785,749 as of December 31, 1997, compared to \$19,744,955 as of January 1, 1997. During the plan year, the plan experienced an increase in its net assets of \$4,040,794. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. During the plan year, the plan had a total income of \$44,187,839, including employer contributions of \$41,944,913, realized gains of \$72,212 from the sale of assets, earnings from investments of \$1,561,102, and other income of \$609,612.

Plan expenses were \$40,147,045. These expenses included \$4,766,443 in administrative expenses and \$35,380,602 in benefits paid to participants and beneficiaries.

#### Your Rights To Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, on request. The items listed below are included in that report:

1. an accountant's report;
2. service provider and trustee information;
3. assets held for investment; and
4. transactions in excess of 5 percent of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the Board of Trustees Seafarers Welfare Fund, 5201 Auth Way, Camp Springs, MD 20746-4211; telephone (301) 899-0675. The charge to cover copying costs will be \$1.20 for the full annual report, or 10 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the Plan (Board of Trustees Seafarers Welfare Fund, 5201 Auth Way, Camp Springs, MD 20746-4211) and at the U.S. Department of Labor (DOL) in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, N-5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

# Letters to the Editor

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

## Seafarer Remembers Eventful Career

Last summer for the first time in many years, I visited an SIU hall (in this case, Algonac, Mich.) and picked up a copy of the Seafarers LOG. After reading the issue, I thought possibly some of you would like to reminisce about "old times" with me.

I began my seagoing career by shipping out through the Sailors' Union of the Pacific (SUP) hall in San Francisco in the summer of 1944. I am not going to recount my entire seagoing life, but a few highlights will suffice to show the adventures and experiences I had.

My first ship was the *Henry H. Blood*, a Liberty ship, on which I was an OS for eight months in the South Pacific. The single most significant event was carrying the 1st Philippine Division to the invasion of Luzon at Lingayen Gulf.

I next served as quartermaster on the *Young America*, a C2 trooper, which carried six LCMs cradling six LCVPs. The ship had a crew made up of merchant seamen, armed guards, Coast Guard, Marines and assorted Navy personnel. Most important was carrying the 63rd Seabees home from Manila. Our convoy of three troop ships and a destroyer left Palau for Kwajalein, and we turned out to be the closest ship to the *Indianapolis* when she was

sunk. Arrival was rung in San Francisco at 12:01 VJ Day night.

I was aboard the *C-5 Marine Flasher* (Matson Lines) in 1945 for her shakedown cruise. This ship later became famous for carrying Jewish refugees from Europe to New York. Finally, I am one of the few left who sailed on a World War I Hog Islander, in this case, the *Alcoa Voyager*, in 1946.

In 1947, I transferred my membership from the SUP to the SIU Great Lakes division and was issued my full book. I served on a number of lake boats as well as ocean-going ships on the East and Gulf coasts, but I remember most my three seasons as wheelsman on the *Greater Detroit*. Finally, in the fall of 1949, I retired my book after a short but eventful six-year career.

John W. Bill Snaden  
Florence, S.C.

## Retiree Responds to Previous Letter to Ed.

(Editor's note: The following letter is a reply to Harry T. Scholer's letter in the January 1999 LOG, written in response to a letter by Donald J. Boudreaux, which appeared in *The Wall Street Journal*.)

Capt. Scholer's letter written to the editor of the *Seafarers LOG* detailing his response to Mr. Donald J. Boudreaux's letter in *The Wall Street Journal* has a paragraph about safety and responsible operations on American-flag ships as compared to runaway-flag ships.

Besides shipyard inspections, there are semi-annual and annual



J. W. Bill Snaden, at left in striped shirt, was part of the Lundeberg stow-on-deck crew on the Liberty Ship *F. Southall Farrar* (Union Sulphur) in 1946. The vessel was delivering a load of coal bound for St. Nazaire. In photo at right, Wheelsman Snaden rules the bridge on the *Greater Detroit* during the summer of 1949.



inspections on U.S. ships when they are in an operational mode. All hands participate.

If a ship does not pass inspection, the American operator takes a big hit. And you can't pick an inspection date or the port in which it is done—below freezing in Boston, Mass. or Portland, Me., 100 degrees in New Orleans or Mobile, Ala.

I often think of these things in my retirement, and not fondly! Pressure testing fire hoses, renewing provisions and safety equipment in a lifeboat full of snow, hauling 100-pound sandbags to weight-test life boats when water is not permissible. And when the test is over, rowing against a 10-knot current in the Mississippi River.

These are only some of the conditions U.S. ships must meet in order to receive a certificate of approval. Foreign-flag ships,

however, have no such restrictions. They are like a neighbor's dog: if they don't hold it on a tight leash, it will do its dirty work on someone else's property.

The ship that you read about or see on a once-pristine beach or trying to navigate Canal Street in New Orleans has generally been

found to have a history of mechanical problems. They know the problems and make a choice. And those choices often turn to disaster. Not to worry. They will show you a piece of paper that gives them permission to continue their reckless behavior.

Anthony Notturmo  
Villas, N.J.



# Know Your Rights

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

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

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

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

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

**CONTRACTS.** Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and condi-

tions 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.

# Lundeberg School Graduating Classes



**Shipboard Sanitation**—Unlicensed apprentices from class 586 complete one of the requirements in their training. They are (from left, first row) Chad Warren, Erik Fowler, Paul Flores, Alvin Clark, Shannon Waldrum-Twigg (instructor), (second row) Kenneth Jones, Manuel Oliveras and Jeffrey Smith.



**Basic Fire Fighting, CPR, First Aid**—Members of class 585 graduate from one aspect of their training. They are (from left, kneeling) Johanna Saul, Hamil Gregorio, Heather Frizelle, (second row) Stormie Combs (instructor), Ronald Gloston, Adel Alameri, (third row) Chad Schultz, Joshua Pierson, Jevon Vontoure, Michael Bragdon, Justin Germain, Jason Foster, Daniel Bratta and Terrell McMillan.



**Tanker Assistant DL**—Receiving their graduation certificates for completing the tanker assistant DL course on January 29 are (from left, kneeling) James Moore, Roman Kasparyan, Robert Mullen, Thor Waagsbo, Giuseppe Ciciulla, Douglas Edwards, (second row) James Shaffer (instructor), Ryan Palmer, Kevin McArdell, Charles Jensen, Zachary Henning, Shaun Bonefont, Joey Jordan, Michael Blue Jr., Jean Home, Keithen Pugh, Yazid Muhammad, (third row) Nathaniel Salter, Richard Pepper, Mary Bado, Kimberly Mendonca, Randy Diaz, Levy Calzado, Antoine Robinson, (fourth row) Kanin Bennett, Peggy Wilson, Noel Corrales, Jack Drossos and Christopher Burich.



**Power Plant Maintenance**—SIU members completing the power plant maintenance course February 19 are (from left, front row) Alphonse Thomas, Robert Laidler, Paul Pagano, Robert Richer, Louis Santiago, Ron Oyer (instructor), (second row) Jose Vazquez, Nathan Hollander, Sheldon Greenberg, Torry Kidd and Charles Skeen.



**Fireman/Watertender & Oiler**—Marking their graduation from the FOWT class on February 19 are (from left, first row) Philip Curtis, Kathie Newkirk, Regina Terry, Leocadio Colon, Ortega Celina, Guadalupe Campbell, Antonio Perez, Mark Jones (instructor), (second row) Brandon Scott, Benjamin Vernon, Keith McIntosh, (third row) Flavio Suazo, Christian Andrews, Wilfredo Custodio, Jerome Slade, Ibarra Mangaya, Kenneth Garner, Manuel Little, Hiawatha Williams, (fourth row) Keith Riddick, Dwayne Perrin, Donald Burlingame, Mike Haller, (fifth row) Daniel Gish, Adam Hansen, Dan Pappas and James Orlanda.



**Basic Fire Fighting (above)**—Earning their basic fire fighting endorsements on January 22 are (from left, front row) Ronald Wilson, Stanley Howard, Darren Parker, Cynthia Schlegel, Richard Gathers, Abedon Lujan, John Smith (instructor), (second row) Patrick Cleveland, Eugene Lynch, Randy Powell, Myles Janecka, Bryce Cutler, Michael Seyler, Larry Stanback, (third row) Jeffrey Ferris, Leray Leasure, Frank Read, Rommel Artis, Peter Seifert, Sinclair Oubre and Eden Latta.



**Galley Operations**—Under the expertise of instructor Ed White (left) and assistant instructor Maria Aulisio (right), upgraders complete the galley operations course. They are (from left) Allan Gorman, Sara Barahona and Grant Armstead.



**Chief Cook**—With expert instruction from John Heymanski (right), the newly graduated chief cooks are (from left) Joseph Birke, Othello Dansley, James O. Kidd Jr. and Roslyn Brooks.



**Water Survival**—Trainees from class 585 and upgrading Seafarers graduate from the water survival class on January 9. They are (from left, front row) Heather Frizzelle, Adel Alameri, Jevon Vontoure, Johanna Saul, Stanley Howard, Eugene Lynch, Ed Boyer (instructor), (second row) Ronald Gloston, Chad Schultz, Daniel Bratta, Jason Foster, Jeffrey Ferris, Richard Gathers, Ronald Wilson, Randy Pyle, (third row) Joshua Pierson, Jeff Hardwick, James Walmsley, Rommel Artis, Peter Seifert, John Gales, Douglas Edwards, (on davits) Justin Germain, Terrell McMillan, (in lifeboat) Michael Bragdon and Rachel Sanner.



**Advanced Fire Fighting**—Upgrading graduates of the advanced fire fighting class ending January 22 are (from left, kneeling) Patrick Meagher, George Buisson, Alvin Thompson Jr., Thomas Higgins, Terry Cowans Sr., Phillip Lau, Jafar Jafar, (second row) Anthony Hammett (instructor), James Furby, Bernabe Pelington, Mario Baja, Shawn Williams, David Ford, Rafael Comesana, Mike Abdullah, John Kamara, (third row) Jack Lytjen, Carlton Griffin, Anthony Lieto, Jeffrey Stuart, Randy McKinzie and Zdravko Kerestes.

## LUNDEBERG SCHOOL 1999 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning in March and running through June 1999 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.

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	April 5	May 14
Radar Observer/Unlimited	March 1 April 26 June 7	March 12 May 7 June 18
Radar Recertification (one day)	March 12 May 7 June 18	
Automatic Radar Plotting Aids (ARPA)	March 15 May 10	March 19 May 14
Bridge Management	March 22	April 2

### Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	May 3	June 11
QMED	May 3	July 23
Marine Electrical Maintenance I	March 8	April 16
Diesel Engine Technology	April 5 May 3	April 30 June 11
Power Plant Maintenance	June 28	August 6
Welding	April 19 June 14	May 14 July 9

### Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	March 22	May 3
LNG Recertification	May 10	May 27

### Steward Upgrading Courses

Course	Start Date
Galley Operations/ Advanced Galley Operations (Every week, starting Jan. 11)	March 1, 8, 15, 22, 29 April 5, 12, 19, 26 May 3, 10, 17, 24, 31 June 7, 14, 21, 28
Certified Chief Cook/ Chief Steward (Every other week, starting Jan. 11)	March 8, 22 April 5, 19 May 3, 17, 31 June 14, 28

### Safety Specialty Courses

Course	Start Date	Date of Departure
Tanker Familiarization/ Assistant Cargo (DL)	March 15 April 12 May 10 June 7	April 3 May 1 May 29 June 26
Basic Firefighting	March 8 April 12 May 3 May 10 May 31	March 13 April 17 May 7 May 15 June 5
Advanced Firefighting	April 19 May 10	May 1 May 29
Government Vessels	March 1 March 22 May 17 May 24	March 19 April 9 June 4 June 11
Lifeboatman/Water Survival	March 22 April 19 May 18 June 14	April 3 May 1 May 29 June 25
STCW Basic Safety (refresher)	March 29 May 24 June 21	April 2 May 28 June 25
Tankerman (PIC) Barge	March 15 May 10	March 20 May 14

### Academic Department Courses

Course	Start Date	Date of Completion
General Education Courses	May 3	June 10

In addition, basic vocational support program courses are offered throughout the year, one week prior to the AB, QMED, FOWT, Third Mate, Tanker Assistant and Water Survival courses. An introduction to computers course will be self-study.

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone \_\_\_\_\_ Date of Birth \_\_\_\_\_

Deep Sea Member  Lakes Member  Inland Waters Member

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_

U.S. Citizen: Yes  No  Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

Are you a graduate of the SHLSS 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 \_\_\_\_\_

With this application, COPIES of the following must be sent: One hundred and twenty (120) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seetime for the course if it is Coast Guard tested. All FOWT, AB and QMED applicants must submit a U.S. Coast Guard fee of \$135 with their application. The payment should be made with a money order only, payable to LMSS.

COURSE	BEGIN DATE	END DATE

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

RETURN COMPLETED APPLICATION TO: Lundeborg School of Seamanship, Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189. 3/99

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



## Summary Annual Reports

for Seafarers Vacation Plan  
and  
Seafarers Welfare Fund  
may be found on page 20.

# Quartet Recognized at Membership Meeting For Gaining GED While Learning New Trade

Four unlicensed apprentices discovered their training at the Paul Hall Center's Lundeberg School of Seamanship meant more than learning a profession.

It allowed them to earn a high school equivalency diploma, known as a GED.

The quartet – Christopher Burich, Noel Corrales, Jean Charles Horne and Joey “Joe” Jordan – received a standing ovation from their fellow Seafarers when they picked up their diplomas from President Michael Sacco at the February membership meeting in Piney Point, Md.

All four, who are in the third phase of their training, smiled from ear to ear when they appeared on stage and acknowledged the cheers from the audience, especially from the members of the unlicensed apprentice classes, who knew what they had been through.

“At first, this took a lot of time,” stated Corrales, a member of class 577. “It was getting in the way of going to classes.”

But Corrales already had set a goal of becoming a merchant mariner. He is the third generation in his family to sail and he wants to climb the engine room ladder to become an engineer like his father, Mark Corrales. (His grandfather, AB Blair Corrales, sails with the NMU.)

“I had to see what was more important. If I can't get this [the GED], then how can I get a license?!”

“It was an internal goal I set and I met it.”

Corrales spent his phase II apprenticeship aboard the



Posing with SIU President Michael Sacco (center) after the February membership meeting in Piney Point, Md. are unlicensed apprentices and high school equivalency diploma graduates (from left) Christopher Burich, Joey Jordan, Jean Charles Horne and Noel Corrales.

### Liberty Sea.

“I loved it and can't wait to get back to sea,” added the Houston resident.

Fellow 577 classmate Horne already was working for his GED when he was accepted into the unlicensed apprentice program.

“I needed to learn a trade and I heard about this through friends,” the Jacksonville, Fla. resident told a reporter for the *Seafarers LOG*.

“I didn't know about the

GED here and I already had been through a lot (working toward a GED) at a junior college back home. I was happy to find it here and took my last classes to complete it.”

Horne served on the *Faust* during his phase II training.

Like Horne, Burich also was looking for a profession with a future.

The San Jose, Calif. native was working as a fisherman in Alaska when he found out about the unlicensed apprentice

program from Anchorage SIU Representative Harold Holten.

“When I came here, I heard about the GED and knew I needed it,” said the member of class 576. “I feel a lot better having it.”

The *Sea-Land Trader* served as the site of Burich's phase II education.

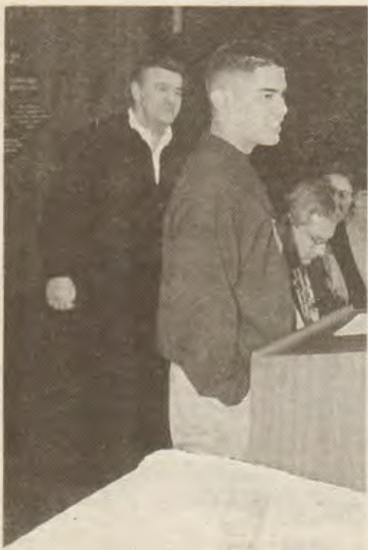
Jordan is a second generation Seafarer. He became interested in pursuing a career at sea after listening to stories from his stepfather, Bosun

### George Perry.

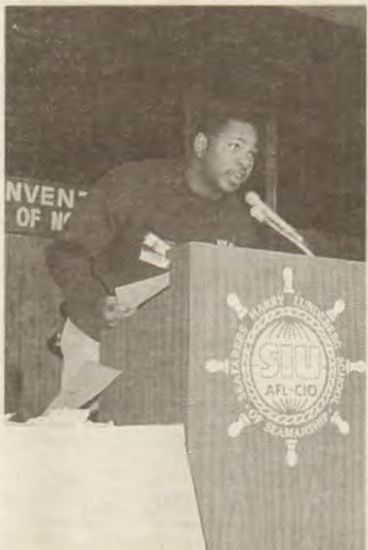
“I decided I wanted the GED and took the writing test and passed,” Jordan recalled.

The Wallace, N.C. resident sailed aboard the *Great Land* during his phase II learning period.

Since the GED program was inaugurated at the Lundeberg School in 1970, more than 1,000 members have acquired their high school equivalency diplomas through the facility in Piney Point.



Acknowledging the cheers from his fellow union members at the meeting is Noel Corrales.



Jean Charles Horne tells the audience how much it means to him to have the GED.



Christopher Burich thanks the Lundeberg School staff for helping him obtain the GED.



Joey Jordan (right) receives congratulations from SIU Secretary-Treasurer David Heindel last month as SIU President Michael Sacco prepares to deliver another diploma.