

The

Volume 60 Number 10

October 1998

SEAFARERS LOG

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

The SIU Turns

This month marks the 60-year anniversary of the founding of the Seafarers International Union. See pages 12-13 for a retrospective of the union's first six decades.



AMERICAN

FEDERATION OF LABOR

DO TH GRANT THIS

Certificate of Affiliation

To Harry Lundberg, John Massey,
Edward Ceceler, Frank Berry,
Peter K. Hill, Sam Maple,
Harry Christofferson, Mary Presto,
Jean Sturdy

and to their successors legally qualified, to constitute the Union herein named and known under the title of **Seafarers International Union of North America**

for the purpose of a thorough organization of the trade, and a more perfect Federation of all TRADES and LABOR UNIONS. And the Union being duly formed, is empowered and authorized to initiate into its membership any person or persons in accordance with its own laws. And to conduct the business affairs of said Union in compliance with the best interests of the trade and labor in general. The autonomy of the Union is hereby obtained and secured.

Provided, That the said Union do conform to the Constitution, Laws, Rules and Regulations of the AMERICAN FEDERATION OF LABOR, and in default thereof, or any part, this Certificate of Affiliation may be suspended or revoked according to the laws of this FEDERATION. And should the said Seafarers International Union of North America be dissolved, suspended or forfeit this Certificate of Affiliation, then the persons to whom this Certificate of Affiliation is granted, or their successors, bind themselves to surrender the same with such other property as shall properly belong to this FEDERATION. And further, in consideration of the due performance of the above, the

AMERICAN FEDERATION OF LABOR

does hereby bind itself to support the said Seafarers International Union of North America in the exercise of all its rights, privileges and autonomy as an affiliated Union.

In witness whereof, We have subscribed our Names and affixed the SEAL of the American Federation of Labor this fourteenth day of October, A. D. One Thousand Nine Hundred and Ninety-eight.

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SIU-NMU Affiliation Talks Continue

More Jobs: SIU Crews Tanker, ITB

President's Report

60 Years of Progress

Sixty years ago this month, the Seafarers International Union of North America came to life.



Michael Sacco

From the ashes of the defunct International Seamen's Union, Harry Lundeberg, the head of the Sailors' Union of the Pacific, and William Green, president of the American Federation of Labor, created the SIUNA. This organization, chartered by the AFL on October 14, 1938, was designed to be an international union for mariners.

The first organizations within the banner of the SIUNA were the separate Atlantic District, Gulf District and Great Lakes District of the Seafarers International Union. Each district had its own officials and headquarters. Eventually, the districts merged to become the SIU Atlantic and Gulf District—the forerunner of our great union.

Over the years under the leadership of men like Paul Hall and Frank Drozak, the SIU has grown.

Today, our name reflects the fact we represent American mariners wherever they may sail—the SIU Atlantic, Gulf, Lakes and Inland Waters District.

Seafarers can be found working aboard American-flag container ships, bulkers, passenger vessels, tugboats, ferries, prepositioning ships, fishing vessels, tankers and so much more.

Like the maritime industry, the SIU has grown and changed to meet the times.

The stick ships with week-long layovers sailed by the founders of the SIU have given way to computer-driven vessels whose offloading and reloading can be done in less than a day.

While older members passed their skills to younger mariners 60 years ago, today's rapidly evolving technology means Seafarers count heavily on the training and education provided by the Paul Hall Center in Piney Point to meet the challenges of the next century.

Yes, there has been quite a bit of change during these 60 years. But that change has not been limited to the SIU; it also can be seen in the SIUNA.

Reflecting the movement that has taken place in the American workforce since 1938, the SIUNA has progressed and grown.

Its autonomous unions represent mariners in the U.S. and Canada, including the Sailors' Union of the Pacific, the Marine Firemen's Union, the SIU of Canada and the Canadian Marine Officers Union.

However, the SIUNA also includes workers from a variety of fields—cannery workers in Alaska, sugar workers in California, taxi cab drivers in St. Louis, warehousemen in Ohio, mattress makers in Maryland and government workers in the U.S. Virgin Islands, to name a few. In fact, the SIUNA has a total of 16 different unions within it—all independently operated, but all united to improve the lives of their members.

There has been one other constant during the 60 years the SIUNA has been in existence—the National Maritime Union.

For six decades, the SIUNA and NMU have been locking horns.

Our unions have fought each other from the waterfront to the corporate board rooms to obtain jobs for our members. It has been an ongoing battle that has drained each organization of manpower and other vital resources.

But, after 60 years, an end to this fighting may be near.

As I announced in this column in April, officials from the SIUNA and NMU have been meeting to bring the NMU under the SIUNA banner. Just last month, NMU President Rene Lioeanjie used his column in *The NMU Pilot* to update his members on what is happening. The *Seafarers LOG* is reprinting the full text of President Lioeanjie's remarks in this issue.

Many of you who have sailed with the Seafarers for a long time have heard previous statements about the SIUNA and NMU getting together, but nothing ever happened.

Now, however, we are further along in the talks than ever before.

The example that we hope to follow for affiliating the NMU with the SIUNA is the one used successfully in 1950s when the Marine Cooks and Stewards came aboard.

The MC&S maintained its autonomy, elected its own officials and negotiated its own contracts for more than 20 years before electing to merge with the SIU Atlantic, Gulf, Lakes and Inland Waters District in 1978.

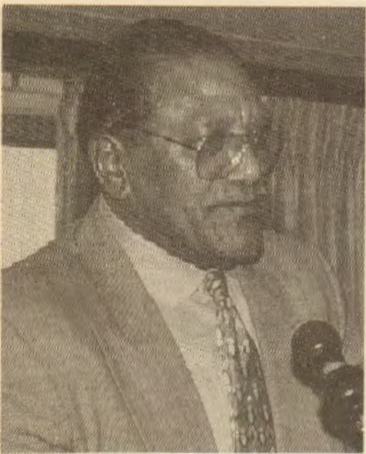
There is still much to do, but an affiliation by the NMU seems more likely than ever.

It seems fitting that 60 years after the founding of the SIUNA we can look ahead and see the possibility of one international union representing all of America's unlicensed mariners.

Happy Anniversary!

NMU President Lioeanjie Announces Affiliation Talks with SIUNA Under Way

Editor's Note: The following was published within NMU President Rene Lioeanjie's column in the September 1998 issue of The NMU Pilot. As announced in the April 1998 issue of the Seafarers LOG, the SIUNA and National Maritime Union have been engaged in talks to affiliate the NMU as an autonomous union within the SIUNA. These discussions are still under way. President Lioeanjie's statement is reproduced with permission word-for-word as it appeared in his column. The Seafarers LOG will continue to keep Seafarers apprised of the latest developments.



NMU President Rene Lioeanjie

I have been engaged in discussions with Mike Sacco, President of the SIU, with the expectation of arriving at an affiliation agreement between the NMU and the SIU in the very near future.

As you know, there have been continuing talks of an NMU-SIU affiliation/merger since the unions left the ISU in the 1930s.

The affiliation of the unions representing the unlicensed seamen—the group that has suffered the greatest losses as the U.S.-flag merchant marine shrank in size—is no longer an option. It is a necessity.

Since World War II, the American-flag merchant marine, in its splintered form, has been fighting an uphill battle with the flag of convenience fleets. The U.S.-flag merchant marine currently carries approximately 3 percent of our nation's waterborne imports and exports. The runaway-flag fleets of Panama, Liberia, Bermuda and others carry approximately 75 percent.

It is absolutely necessary for the American unlicensed unions to regroup and consolidate our efforts as we continue to rebuild the American-flag merchant marine.

We have seen enough of how division wastes our resources and

undermines our effectiveness.

This affiliation agreement would contain the following:

- The NMU's existing constitution would continue in force.
- The NMU and the SIU shall continue their respective Pension and Welfare Plans.
- Initially, there will be no consolidation of facilities at the National Headquarters or port levels. However, this will have to be addressed in the very near future in order to conserve

resources and costs.

- Each union will continue its existing collective bargaining agreements at the same level of wages and conditions. (The existing negotiations between each union and its currently existing companies shall remain separate.)

- Under the proposed affiliation agreement, the parties acknowledge and agree that at some point in the future, the NMU and the SIU will consider entering into supplemental agreements concerning joint ventures and projects where members of each union or affiliate will work on each other's vessels. While specific details as to how such an endeavor would work still need to

be discussed by the parties, both the NMU and the SIU believe that in general such an arrangement would be best to serve the interests of both memberships and the maritime industry.

We are most hopeful that this affiliation, which in effect creates one unlicensed union, will encourage the licensed unions to explore the establishment of one united licensed union.

With the support of the Labor movement, the NMU and the SIU working together can provide the leadership in the fight for a long-range U.S.-flag maritime program and legislation to curb the runaway-flag sham.

MarAd's Hart States He Will Continue Administration's Strong U.S.-Flag Policy

Calling himself "your voice," new U.S. Maritime Administrator Clyde Hart told members of the Washington, D.C. Propeller Club that he and his staff will continue the strong U.S.-flag policies laid out by the Clinton administration and his predecessor, retired U.S. Navy Vice Admiral Albert Herberger.

Hart spoke on September 18 to nearly 200 representatives from maritime labor, shipping companies and the military as well as to Senate Commerce, Science and Transportation Committee staffers, with whom he had worked prior to his appointment in May by President Clinton. He was confirmed by the Senate in July and sworn in to his new post on August 6.

During his brief address delivered on Capitol Hill, the New Jersey native outlined where he wants to take the Maritime Administration during his term of office.

He reaffirmed his—and the White House's—backing of the Jones Act, the nation's freight cabotage law.

"I'm thoroughly in support of the Jones Act as is. We think it's important," Hart stated.



New MarAd Administrator Clyde Hart reaffirms the Clinton administration's support for the U.S.-flag fleet.

He referred to his testimony before the Commerce Committee on September 15 in which he called the law that states goods moving from one domestic port to another must be carried aboard U.S.-crewed, U.S.-owned and U.S.-flag vessels as "an essential element of our nation's maritime policy. Our need to maintain domestic shipping and an industrial shipbuilding base for national defense purposes and economic security must be a priority."

He then added, "I can't say it often enough: What we as a

nation don't hold, we don't control."

The new maritime administrator announced he would continue to fight for the U.S.-flag merchant fleet and the Maritime Security Program, passed overwhelmingly by Congress in 1996.

"I keep a copy of that vote in my office. I look at it every morning and consider that that's my charter."

(The vote to which he referred was the 88-10 tally by the Senate in September 1996 which completed the legislative work on the bill.)

Hart said he plans to continue the effort to promote the domestic commercial shipbuilding industry, which has seen steady gains since 1993. He also told the audience the Maritime Administration is working with the industry, the White House and Congress to produce a harbor service fund that will address the needs of the ports without harming their competitive abilities.

In his closing, he asked those attending to send him and his staff their ideas for the industry.

"We want your ideas. We need your continued support. You have ours."

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The SIU on line: www.seafarers.org

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As Senate Hearings Begin

SIU, MTD Call for Support of Jones Act

Both the SIU and AFL-CIO Maritime Trades Department (MTD) called on the Senate Commerce, Science and Transportation Committee to reject measures designed to cripple the nation's freight cabotage law—the Jones Act.

The committee held a hearing on September 15 to review several bills offered during this session of Congress that would allow foreign-flag, foreign-crewed or foreign-built vessels to ply the nation's inland and coastal waterways. The legislators took no action on any of the measures, but Chairman John McCain (R-Az.) promised to hold additional hearings.

To let the committee and its chairman know where the union stands on the issue, SIU President Michael Sacco sent a letter to Sen. McCain outlining the union's support of the Jones Act.

"The Jones Act assures the participation of U.S. citizens in its own domestic trade to serve economic, political and national security purposes. For the United States, economic benefits and national security are cornerstones that underlie the policy embodied in this law," Sacco wrote.

Transportation Interrelated

"Weakening or eliminating this important law will not only adversely affect the domestic commercial merchant marine, but will also have severe consequences on the nation's overall transportation network and could very well damage the nation's defense posture."

Sacco pointed out how the country's transportation network is growing more and more interdependent in the age of containerization and intermodalism. Thus, a change in the laws affecting one mode of transportation—such as waterborne—

could affect all the others.

"A policy that is designed to protect the domestic fleet ultimately shields all other modes of transportation as well.

"In the case of water transportation, if foreign vessel operators were allowed to participate in the movement of commercial

cargoes within the U.S. domestic commerce, American operators and the men and women who crew the vessels would ultimately be driven out of the trade. Without the Jones Act, cut-rate competition from foreign ship operators will inevitably impact U.S. railroads and long-haul

trucking industries.

"Only the Jones Act provides a defense for the entire transportation system against potentially destructive foreign carrier competition."

Affects Economy

Noting that the jobs of nearly

125,000 Americans depend directly or indirectly upon the domestic waterways fleet, Sacco added, "If the Jones Act is repealed or weakened, these Americans will lose their jobs both in the marine industry and

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ITF's Global Mariner Sails for U.S. Ship's World Tour Exposes Runaway-Flag Horrors

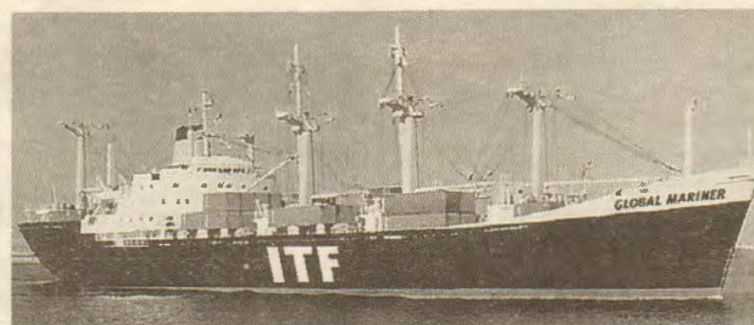
Next port, the United States.

After attracting more than 80,000 European visitors—including numerous elected political representatives and media—during the initial phase of its specially commissioned worldwide voyage, the International Transport Workers' Federation (ITF) ship *Global Mariner* arrives this month in a half-dozen U.S. ports (see schedule on page 5).

The ITF dubbed the vessel an "exhibition ship," and stated that the tour's purposes are "to turn up the pressure in the campaign against flag-of-convenience (also known as runaway-flag) shipping and other substandard shipping, and to focus worldwide attention on the human and trade union rights threatened by the FOC system."

The SIU, an ITF affiliate, fully is participating in the *Global Mariner's* North American segment, slated to begin with the ship's arrival in New York on October 9.

"The ITF deserves a lot of credit for doing the hard work needed to carry an extremely worthwhile project this far," said SIU President Michael Sacco. "I'm confident that not only the SIU and the other maritime unions, but also our other brothers and sisters throughout the trade union movement, will help continue this campaign's success



Converted this summer to house a detailed exhibit about runaway-flag shipping, the ITF's *Global Mariner* is due to arrive in the United States this month. This ship is on a worldwide tour to publicize the runaway-flag scam and "turn up the pressure" in the federation's campaign against flag-of-convenience shipping.

while the ship is in America."

Founded by European maritime union officials in 1896 as a means of internationally combating strike breakers, the London-based ITF today comprises 500 unions in more than 125 countries. It represents more than five million union members employed in transportation industries, including about one million mariners and stevedores.

As an ITF affiliate, the SIU is quite active. The union includes three ITF inspectors, and SIU Executive Vice President John Fay is chairman of the ITF's Seafarers' Section.

Double Trouble

Two years ago, while researching runaway-flag shipping for what proved to be an award-winning, in-depth series published by the *Houston Chronicle*, one of the reporters acknowledged surprise

at both the breadth of the runaway-flag scam and how little it is publicized outside this industry.

After that realization, he and the other *Chronicle* reporter who wrote the series discovered some of the essential challenges faced by the ITF and its affiliates during their 50-year fight against runaway flags.

For starters, deception is the very nature of runaways. Shipowners who use this farce shield themselves from responsibility through a mire of agencies and red tape.

That bog serves other purposes for such shipowners. It recurrently leads to slow resolution of legal cases involving their ships, which further can make it unattractive for commercial media to report on incidents involving runaway-flag vessels. Put simply, runaway-flag shipping is a difficult fit in an era of 10-second sound bytes.

Big Month for Maritrans

Seafarers Crew Refurbished Tanker, Barge

SIU members were scheduled to crew a refurbished tanker that is the newest addition to Maritrans' fleet no later than October 1.

Seafarers likewise were slated to sign on the country's first rebuilt double-hull barge, also owned by Maritrans. Both the tanker and the barge were berthed in Tampa as this issue of the *Seafarers LOG* went to press.

"Our crews have provided safe, efficient seamanship aboard the Maritrans tanker *Integrity*, and I'm confident that SIU members will do an equally fine job on her sister ship, the *Diligence*," stated SIU Vice President Contracts Augie Tellez. "Similarly, we welcome the conversion of the tank barge *Maritrans 192*. It represents job opportunities for the SIU."

The 40,000-ton *Diligence* underwent modifications at Tampa Bay Shipbuilding & Drydock Company. The adjustments "outfit it to handle both crude oil lightering service or clean oil products," noted John Burns, director of labor relations at Maritrans.

He added that the tanker and barge "show further affirmation of Maritrans' dedication to being part of the future of U.S. maritime."

The *Diligence*, a double-hull tanker purchased last year from Chevron, primarily will operate in the Gulf of Mexico.

Meanwhile, the company pointed out that the redesign of the 10,500-ton *Maritrans 192* (formerly the *Ocean 192*) complies with the Oil Pollution Act of 1990 (OPA '90).

"We are pleased to announce this 'industry first' as we rebuild our fleet of super barges to meet the nation's 21st century oil needs while continuing to protect our environment," said Maritrans Chairman and CEO Stephen Van Dyck.

OPA '90 imposes a gradual phase-out of all single-hull tank vessels by the year 2015.

The *Maritrans 192* received quite a facelift, as shipyard workers installed a prefabricated inner hull. That same technique will be used for the rest of the company's petroleum barges.

Paul Hall Center's Eglinton Is Elected MERPAC Chair

Bill Eglinton, director of vocational education at the Paul Hall Center for Maritime Training and Education, is the new chairman of the U.S. Coast Guard's Merchant Marine Personnel Advisory Committee (MERPAC).

During its two-day meeting last month at the Calhoun MEBA Engineering School in Easton, Md., the group elected Eglinton as chairman and Joe Murphy of the Massachusetts Maritime Academy as vice chair, for two-year terms.

MERPAC, composed of unlicensed and licensed mariners, shipping company officials, Coast Guard representatives, maritime training specialists and others from the industry, advises the Secretary of Transportation (via the Coast Guard commandant) on matters concerning the training, qualification, licensing, certification and fitness of U.S. mariners.

"This is an honor, and I look forward to working closely with

the committee members and the Coast Guard. We're in a key period for the U.S. maritime industry," said Eglinton, who extensively has participated in domestic and international forums impacting the training and certification requirements of merchant mariners.

AB Sinclair Oubre and QMED David Dukehart also serve on the 19-member panel, which meets twice a year. (The next session tentatively is slated for April in Washington, D.C.)

During last month's meeting, MERPAC primarily focused on STCW issues, including related matters regarding the Coast Guard's National Maritime Center and regional exam centers.

The committee developed a document titled "Guidance for Onboard Assessors or Ship's Officers" intended to set standards for the appraisal of proficiencies contained in the 1995 STCW amendments. It recom-



Bill Eglinton

mended that the Coast Guard accept the guidelines for use in assessing the Chapter VI (basic safety) requirements of the convention.

Among other recommendations, MERPAC urged that text be added at the top of STCW certificates confirming that the mariner has attained the required standards of competence spelled out in the tables governing basic safety training within the previous five years.

The committee also endorsed eventually combining all mariner credentials into one document.

Continued on page 5

New LNG Operator Honors SIU Contract

Union Will Continue Fight To Keep U.S. Flag on Ships

The SIU recently announced that it has been advised of the transfer of the management contract for the LNG fleet from Energy Transportation Corp. to a Hamburg-based company called Pronav.

Pronav has agreed to honor the contract already in place between the SIU and ETC. That five-year agreement was ratified in 1996.

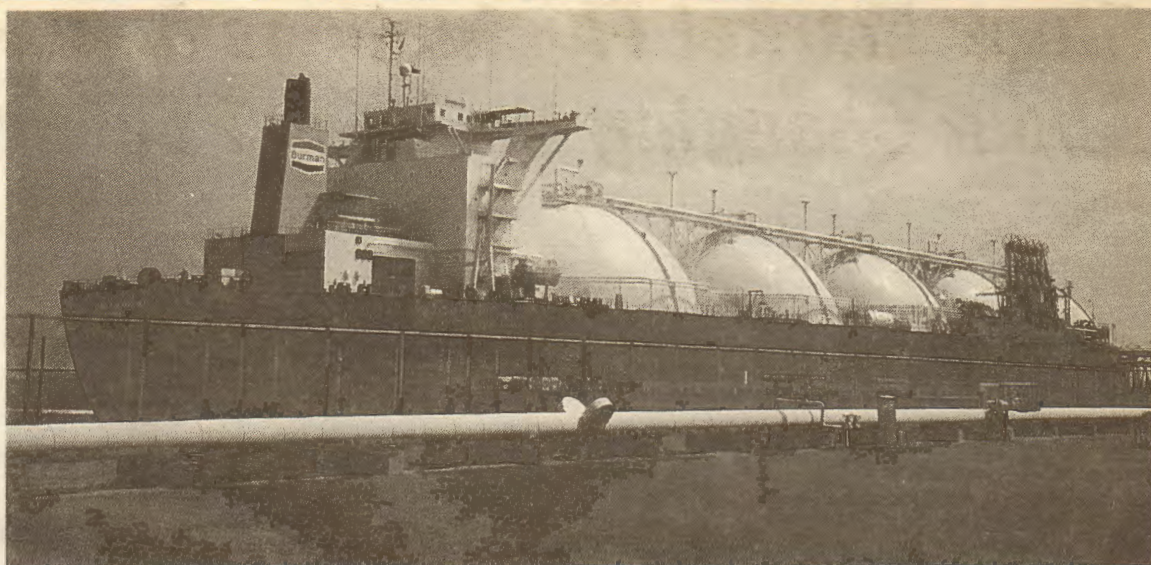
"Therefore, the operation of the vessels and the employment of our union members should remain unchanged," stated SIU Vice President Contracts Augie Tellez at the September membership meeting in Pincey Point, Md.

"However, Pronav has made no secret of their intent to ultimately reflag foreign," he contin-

ued. "Now more than ever, it is important for our members serving aboard the LNG ships to continue to execute their duties in the same exemplary and professional manner that has always characterized their work. Anyone who knows the SIU knows that we will fight with every tool at our disposal to prevent a company from reflagging.

"We are assessing all of our options and strategies, and we will keep the membership apprised of our progress."

Pronav takes over a fleet of eight SIU-crewed LNG vessels that transports liquefied natural gas between ports in Indonesia and Japan.



The fleet of eight SIU-crewed LNG ships will be managed by Hamburg-based Pronav.

Jose "Joe" Perez Retires As New Orleans Port Agent

SIU official Jose "Joe" Perez has retired after almost 40 years of service to the union.

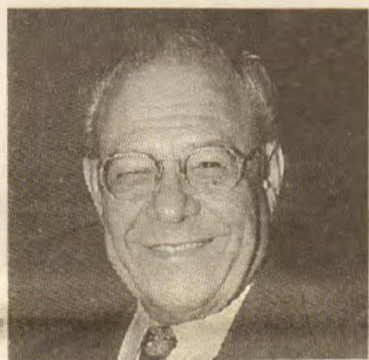
Perez, who turned 65 in August, began his career at the Houston hall in 1959 as a clerk to Port Agent Robert Matthews.

"I did a little bit of everything for the union," Perez recalled. "I registered members, worked the shipping board, handled the tele-type and counted the dues when they came in."

Perez told a story on himself about the first vessel he serviced after going to work behind the counter.

"It was the *Steel Chemist* in Galveston, Texas. Why do I remember it? Because I came back to the hall \$50 short and I had to make it up," he recounted with a slight laugh.

He became a familiar figure in many of the union's organizing drives across the Gulf states and the Caribbean. One of his last campaigns was bringing E.N. Bisso boatmen under the SIU's banner. He also assisted the staffs in many of the union halls in those regions.



Joe Perez

Perez was transferred as a patrolman to New Orleans in 1990 and was elected port agent there in 1992. He was reelected to that post in 1996.

Perez, who began his labor career as an organizer in Houston for the Retail Clerks International before coming to the SIU, is not planning to slow down too much in retirement. He still is on the executive board of the Greater New Orleans Central Labor Council and the Louisiana AFL-CIO. He also will continue to serve as the secretary-treasurer of the Port Maritime Council of Greater New Orleans and Vicinity.

Captain Commends Hawaii Crew for Rescue

The captain of the *Sea-Land Hawaii* praised crew members for their efficient actions during a complicated rescue of two fishermen September 7, approximately 27 miles south of Dry Tortugas.

"This rescue went better than any drill that I have witnessed aboard ship, in my 28 years of sailing for Sea-Land," wrote Captain R. Barry in a report of the recovery. "The rescue was a total team effort on the part of all hands on the *Sea-Land Hawaii*.... The crew demonstrated that they require very little instruction and know what to do in an emergency."

Following are excerpts of Barry's report.

After the fishing boat *Linda Jeane* sent a distress call, "Other vessels in the area relayed the distress call to the U.S. Coast Guard in St. Petersburg, Fla. The Coast Guard established communications with the *Linda Jeane* and prepared to dispatch a helicopter.

"The *Linda Jeane* was taking on water and had lost her engines. The weather conditions were clear with Force 5 (20 knot) winds and 7-foot seas.

"We approached the *Linda Jeane* on her leeward side, with the intent of standing by until Coast Guard assistance arrived. The chief mate, bosun,

two daymen and the radio officer were called out to rig ladders and assist with communications. As we approached the *Linda Jeane*, it became clear that she was rolling extremely heavily, due to the free surface effect of her flooding.

"I maneuvered the *Hawaii* to keep the *Linda Jeane* approximately 200 feet off our port beam. When the crew of the *Linda Jeane* suggested that they might have to abandon ship, we sounded the emergency signal in order to get all hands out and prepare to launch a lifeboat, if necessary.

"The *Linda Jeane* took a severe roll and the crew announced that they were abandoning ship and getting in their life raft. I instructed the chief mate to prepare to pick up the survivors on our starboard pilot ladder. I backed the vessel and approached directly at the life raft, using slow speeds and our bow thruster....

"The rescue attempt was complicated by the necessity to avoid hitting the 72-foot fishing vessel, which was approximately 20 feet to leeward of the raft.... Both survivors came aboard wet and cold, but in otherwise good condition."

SIU, MTD Seek Solid Support for Jones Act

Continued from page 3

related industries, and the nation will lose substantial revenues."

In conclusion, Sacco said, "Any effort to allow foreign entry into the cabotage trades, as suggested by the legislation seeking to amend the Jones Act which has been introduced in the Senate during this Congress, must be seen as a grave threat to U.S. maritime power and, in turn, to U.S. national security."

Sacco then noted he looked forward to working with the chairman as well as the rest of the committee on this and other issues.

Historical Impact

In its statement presented to the full committee, the MTD—of which the SIU is a member—showed how the U.S.-flag merchant fleet has played a vital role in the commerce and defense of the nation since its founding.

The MTD informed the committee that passage of the Jones Act came after the problems faced by the U.S. armed forces and American merchants in moving their goods during World War I.

"The Jones Act was enacted to solidify the gains made under the Shipping Act of 1916. In terms of projecting its military power overseas, the United States had entered World War I totally unprepared," the MTD's report noted.

Cabotage Worldwide

The department, composed of 32 international unions representing a combined 8 million mem-

bers, reminded the legislators of a recent study conducted by the Maritime Administration that 47 of the world's 55 wealthiest nations have some sort of cabotage laws governing their domestic trades.

"Simply put, they do not believe that it is advisable to let foreign transportation interests take control over their lakes, harbors, and coastal and inland waters," the MTD wrote.

"Foreign shipping interests have been trying to minimize the dangers inherent in opening up our inland and coastal waters to foreign-flag vessels. They don't talk about the poor safety records of many foreign-flag vessels, or the appalling record of human rights and labor abuses that are associated with them.

"What's more, opponents of the Jones Act conveniently forget to mention that there is no such thing as accountability outside of

the traditional maritime registries. Accidents or environmental damage caused by U.S.-flag vessels usually can be traced to a single corporate entity. That definitely is not the case with run-away-flag vessels."

The MTD pointed out the Jones Act has widespread bipartisan support in the House of Representatives as seen in House Concurrent Resolution 65, which has more than 240 sponsors reaffirming their backing of the nation's freight cabotage law.

Noting the several bills before Congress that want to eliminate or alter one part of the Jones Act or another, the MTD added, "By singling out one product or one segment of the maritime industry for special treatment, foreign shipping interests and their allies want to undermine the integrity of our nation's cabotage laws one provision, one law, one exemption at a time."

Please be advised that SIU headquarters and all SIU hiring halls will be closed on Wednesday, November 11, 1998 (unless an emergency arises) for the observance of Veteran's Day. They also will be closed on Thursday, November 26 in observance of Thanksgiving Day. Normal business hours will resume the following workday.

President Hoover Saves 2

The Seafarers-crewed *President Hoover* rescued two men in a life raft who had fled from their burning sailboat near the coast of Baja, Calif.

After a one-hour search on July 20, the *President Hoover* located the survivors approximately 30 miles from Turtle Bay. The uninjured pair had been in the raft for about four hours.

A fuel leak reportedly caused the fire, and the sailboat sank after the men abandoned it. They sent a distress signal before fleeing, leading to the *President Hoover's* diversion from its course.

The U.S. Coast Guard present-

ed a certificate of appreciation to the American Ship Management vessel, which is crewed by members of the SIUNA-affiliated Sailors' Union of the Pacific and Marine Firemen's Union in the deck and engine departments, respectively, and the by SIU in the steward department.

The commendation notes the crew's "humanitarian actions taken on July 20. The unselfish actions and dedication of the master and crew of the *President Hoover* are in keeping with the maritime tradition of providing assistance to those in distress and distinguishes them as true humanitarian heroes."

Ocean Venture Signals New Jobs

The SIU gained new jobs when a subsidiary of American Steamship Co. recently entered the integrated tug-barge *Ocean Venture* into the Jones Act U.S. coastwise and deep sea trades.

Operated by Coastwise Bulk Transport Inc., the *Ocean Venture* potentially represents the first of many such ITBs that the company plans to handle.

The parent company has stated its aim to compete in the deep sea trades, with operations between U.S. and close foreign ports.

Members of the SIU's Great Lakes division crew 11 self-unloaders operated by American Steamship on the Lakes.

Stock Market Fluctuations Renew Concerns About Changing the Social Security System

With the recent volatility of the stock market affecting the way people are making decisions about their future, more questions are being raised concerning efforts by some to privatize the Social Security system.

In August, the AFL-CIO Executive Council came out strongly against such a proposal. (SIU President Michael Sacco is

on the council as a vice president.) The council, which serves as the national labor federation's governing body between biennial conventions, outlined its seven-point program to strengthen Social Security before the stock markets started their roller coaster-like series of ups and downs, with the Dow Jones average losing nearly 15 percent in value at

one point.

The program put forward by the AFL-CIO includes making certain Social Security continues to provide retired and disabled workers, as well as dependents and survivors, with a guaranteed monthly benefit protected against inflation for life; preventing private accounts from becoming the core for these benefits; working to use government surpluses to shore up Social Security rather than provide tax cuts for the wealthy; and maintaining the age at which workers are eligible for early or full benefits.

In announcing the outline, AFL-CIO President John Sweeney noted, "Those who push privatization expect America's workers to trade in Social Security's protections for an expensive system of individual accounts that will subject working families to the very real risk that they will end up with little to show for their lifetimes of hard work."

Reports from some so-called research groups claim the system faces bankruptcy in the very near

future without immediate changes. However, the Social Security Administration's 1998 report to its trustees stated the program can continue to meet its obligations without changes until the year 2032. At that time, the administration projected it would have to cut benefits by between 25 to 30 percent.

In his State of the Union address this year, President Bill Clinton called for a year of study on Social Security with a White House conference on the issue to occur in December so a legislative solution could be presented next year.

Sweeney said those espousing privatization "have gotten a free ride in the media and in the public debate with their high-cost plans to replace Social Security's guaranteed, defined benefits with individual retirement accounts."

The National Council of Senior Citizens (NCSC), an organization which has been fighting for issues affecting older Americans since 1961, called the efforts by some in big business and on Wall Street to privatize

Social Security "a stock-picking crapshoot for American families, most of whom know little or nothing about the stock market."

Another problem being overlooked in the call for privatization, according to NCSC, will be the cost to change the system.

"Under a privatization model, current and future Social Security benefits would have to be paid out of a shrinking pool of revenue flowing into the Social Security Trust Fund," the seniors' organization noted.

"In order to cover the costs of converting the current Social Security system into a private system, taxes would have to be raised in excess of a trillion dollars—almost the cost of the 75-year financing shortfall in the first place."

Among others coming out against privatization is U.S. Representative David Bonior (D-Mich.), the second ranking Democrat in the House.

"Privatizing Social Security would force working people without investment experience to gamble with the security they've earned through years of hard work," Bonior stated.

"Social Security is about people. It's about protecting their life savings. And that's why I'm against privatizing the system."

Seafarers Need TRB

As of August 1, 1998, SIU members cannot register to ship unless they either possess or have applied for the training record book (TRB) jointly issued by the union and the Paul Hall Center for Maritime Training and Education.

Applications are available at all SIU halls and also are printed in recent issues of the *Seafarers LOG*. The September issue of the *LOG* contains a two-page TRB guide that includes the application.

Original TRBs are issued at no charge to members, although Seafarers applying for the booklets must send two color, passport-size photos with their application. There is a \$25 charge for replacement books.

For more information, contact your port agent or telephone the Paul Hall Center admissions office at (301) 994-0010, extension 5202.

ITF's Global Mariner Begins World Tour

Continued from page 3

The Human Toll

While runaway shipowners often turn quick profits, mariners pay the price. The ITF long ago confirmed that some crew members on runaway flags—many of whom are completely unqualified to work aboard a ship—buy their jobs.

"You can't blame those crews," noted Edd Morris, one of the SIU's ITF inspectors. "Many of them are from Third World countries, and they're desperately trying to support their families. Some see this as their only option."

Meanwhile, the fleets of traditional maritime nations have shrunk, in large part because of runaway-flag shipping; and many of the professional mariners there in effect have been forced to leave the industry. Shipyard workers and port employees have suffered related job losses as well.

Back aboard the runaway ships, conditions are as varied as the multinational crews. Some of the vessels meet international

North American Schedule For ITF's Global Mariner

Port	Dates
New York	October 9-13
Baltimore	October 14-19
Savannah, Ga.	October 21-26
Ft. Lauderdale, Fla.	October 27-November 2
New Orleans	November 4-8
Houston	November 9-12
San Juan, P.R.	November 23-26

*Please note that this is a tentative schedule and that exact times and locations of docking had not been announced as this issue of the *Seafarers LOG* went to press. More information may be available from your port and/or local media as the arrival date nears.

West Coast dockings will occur next spring, and the *Seafarers LOG* will print the dates when they are available.

Additionally, the ITF has a section of its web site devoted to the *Global Mariner*. It is located at <http://www.itf-ship.org/>

minimum standards for safety and cleanliness; many others do not. (In most cases, international standards are lower than those used in the U.S.)

In the past two years, the SIU's ITF inspectors alone have assisted crews aboard runaway-flag ships who endured severe food short-

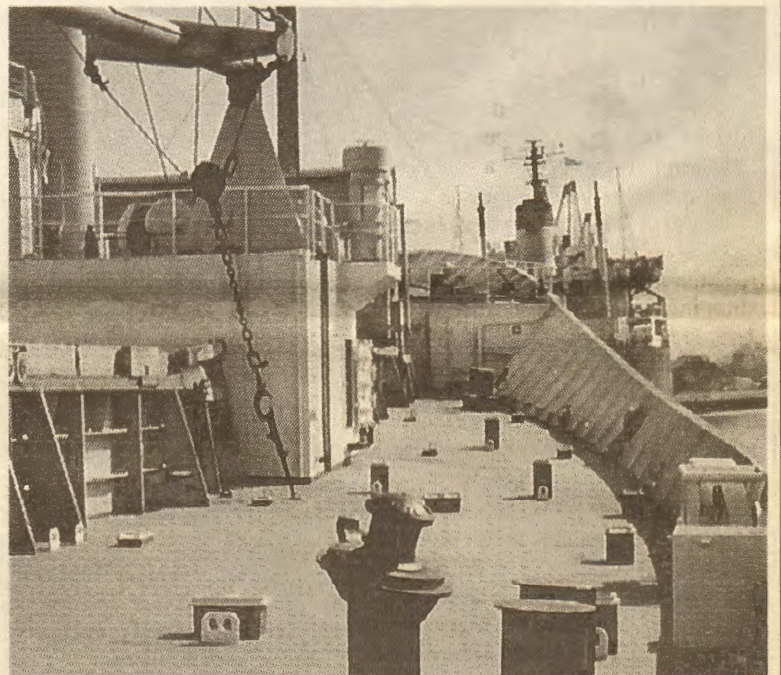
ages, contaminated water, roach-infested quarters, poverty-level wages (and periods of longer than one year when no wages at all were paid), inadequate medical attention, little or no shore leave, shockingly dangerous shipboard practices (such as improper storage of flammable material) and other assorted difficulties.

Fighting Back

The ITF and its affiliates are making significant progress in this fight. Last year, the federation secured \$37 million in unpaid wages for mariners aboard runaway-flag ships and other substandard vessels.

ITF inspectors also secured other assistance for the crews, including fresh stores and medical treatment.

Perhaps the greatest evidence that the ITF campaign is succeeding is the number of ships brought under ITF contract in the last five years. In 1993, only about 2,000 ships were covered. Today, more than 5,000 vessels enjoy the protection of an ITF agreement, which sets minimum international wage and safety standards.



Altogether, the *Global Mariner's* voyage may last up to 18 months. The International Transport Workers' Federation says it hopes to attract about 150,000 visitors to the vessel as part of the 50-year anniversary of its campaign against runaway-flag shipping. After a major conversion that equipped it to host various exhibits, the *Global Mariner* set sail this summer from London, where the ITF is based.

Ship Features Many Exhibits

The ITF bills the *Global Mariner* as "a combination of art and information."

Purchased and refitted by the ITF, the former *Lady Rebecca* is a general cargo ship that also can take containers.

But, for this 18-month voyage around the world, the *Global Mariner's* cargo actually is a blend of exhibits designed to spotlight the plague of runaway-flag shipping, the importance of the shipping industry and the need for solutions to the blight of substandard shipping.

"In the cargo holds, giant dramatic images of work at sea combine with sounds and smells to create a unique and thoughtful atmosphere," the federation notes. "An on-board cinema shows films relating to the shipping industry, including some of the most notorious events in recent maritime history. A new ITF broadcast-quality video about the flag-of-convenience system will be shown for the first time."

"Also, a specially commissioned interactive CD-ROM will be on display which invites the visitor to try their hand at being a seafarer or shipowner."

The British-flag ship, built in 1979, will host various other displays throughout its voyage. The vessel is 535 feet long and travels at an average speed of 15.5 knots.

AB Adam Talucci Dies in Accident

AB Adam Talucci, 26, died in an accident August 27 while working aboard the *ITB New York*.

Brother Talucci graduated from the trainee program at Piney Point in 1993. His father, Steven Talucci, sails as a steward/cook on NATCO dredges.

Funeral services took place September 5 in Jacksonville Beach, Fla.

"An untimely death like Adam's is especially tragic," stated SIU President Michael Sacco. "We in the SIU extend our deepest, most heartfelt sympathies to Brother Steven Talucci and the rest of Adam's family. And we also mourn the loss of a member of our SIU family."

SIU Jacksonville Port Agent Tony McQuay, who encouraged Brother Talucci when he expressed interest in attending the Lundeberg School, described him as "a good sailor and a good SIU member. He will be deeply missed."

The accident happened as the *ITB New York* was tying up in St. Croix. Reportedly, a line snapped and struck Brother Talucci in the head, killing him instantly.

The line also hit the second mate, who suffered only minor injuries.

Bosun Stephen Argay, a longtime friend of Brother Talucci's in addition to being a shipmate, said the AB was a good crew member, knew his job well and was an asset to the deck department.

The U.S. Coast Guard is investigating the incident.

SIU Mourns 2 Former Officials

Louis Guarino

Retired SIU port agent Louis Guarino passed away August 28 in New Orleans after battling lung cancer. He was 68.

Guarino sailed in the SIU's deep sea and inland divisions from 1954 to 1961. He worked in all three departments, and his shipboard experience included voyages on Waterman, Delta and Alcoa vessels.

In 1961, Guarino came ashore to work as the dispatcher at the SIU's New Orleans hall. The native of Independence, La. served in that position for more than 20 years.

At various times in the 1980s, Guarino worked as

a representative at the Lundeberg School in Piney Point, Md., as port agent in Norfolk, Va. and as a port official in Jacksonville, Fla. He retired to Metairie, La. in 1984.

Jim Martin, retired SIU port agent, knew Guarino very well. "He made his mark as a dispatcher. He was a top dispatcher in the SIU—that was his trademark," Martin recalled.

"He loved life and made the most of it. Most of all, he was a great believer in the SIU."

Jacob (Jack) Ostensen

Jacob Ostensen, retired SIU port agent in New

Bedford, Mass., died August 28 in Fall River, Mass. He was 88.

A native of Norway, Ostensen worked on several New Bedford scallopers before coming ashore in 1960. He served the SIU in various capacities during the 1960s, including port agent.

In 1970, he became administrator of the New Bedford Fishermen's Pension Fund. He retired in 1980.

Ostensen was very active in the labor movement and was a delegate to the Massachusetts State AFL-CIO conventions for 10 years.

Maritime Briefs

NASSCO Shipbuilding Program Adds to Increase in Jobs for Seafarers

New job opportunities are on the horizon for Seafarers as the National Steel and Shipbuilding Company (NASSCO) has completed keel laying for the fourth of seven Watson-class ships being readied for the U.S. Military Sealift Command (MSC).

The first ship, the *USNS Watson*, was launched by the West Coast shipyard in July of last year. The second, the *USNS Sisler*, was christened in February 1998, and the third in the series, the *USNS Dahl*, is scheduled to be launched this month. The name of the fourth ship, a roll-on/roll-off vessel, has not yet been released, but as with the other vessels, will be named after an Army Medal of Honor recipient.

In addition to the new ship construction, NASSCO has converted three SIU-crewed containerships for the strategic sealift program: the *USNS Shughart*, the *USNS Yano* and the *USNS Soderman*.

A total of 19 sealift vessels, both conversions and new constructions, are planned to be delivered by three U.S. shipyards by the year 2001. The goal of the program is to build a fleet of ships that will increase American's sealift capacity by providing prepositioning and surge readiness to transport military vehicles, helicopters and supporting materiel.

Largest Pollution Fines Ever Assessed Against Royal Caribbean Cruises

A U.S. judge last month ordered Royal Caribbean Cruises Ltd. to pay a fine of \$9 million for dumping oily bilge waste into the ocean and lying about it.

Royal Caribbean pleaded guilty in June to eight felony counts in a pretrial agreement with prosecutors on cases brought in Puerto Rico and Florida.

In the Florida incident, the company's *Nordic Empress* pumped bilge waste into the Atlantic en route from the Bahamas to Miami. A U.S. Coast Guard aircraft, which had been searching for drug smugglers, spotted a seven-mile oil slick behind the ship.

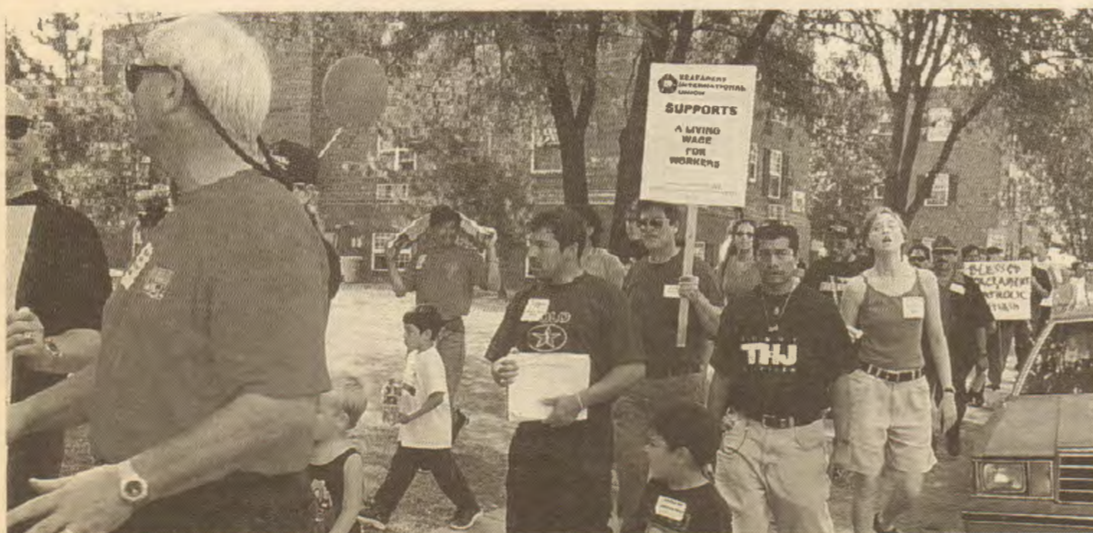
When the *Nordic Empress* arrived in port, U.S. authorities asked to see a log in which ship's officers were required to record bilge pumping. The log falsely omitted the fact that they had pumped oily waste.

In the Puerto Rico case, The *Sovereign of the Seas* admitted its crews routinely pumped oil bilge, kept dummy logs and disassembled illegal sewage pipes bypassing cleaning devices as part of a conspiracy to hide the illegal practices.

In addition to the fine—the largest collective fine in the cruise ship industry—U.S. District Judge Donald Middlebrooks put Royal Caribbean on five years' probation and ordered it to submit an environmental compliance plan by December 15 of this year.

SIU Active on Labor Day

In keeping with the union's tradition, SIU members and officials participated in a number of Labor Day ceremonies this year, including events in New York, San Francisco, Jersey City, N.J., Mobile, Ala., Woodbridge, Va. and elsewhere. Near right: recently retired SIU Vice President West Coast George McCartney greets California Senator Barbara Boxer during a rally in San Francisco. Far right: SIU Vice President Atlantic Coast Jack Caffey helped generate publicity for labor's cause when he was featured in the New York daily newspaper *Newsday*. Below: SIU Representative Ed Pulver (left) marches in the Jersey City parade. Bottom photo: Trade unionists and their families and friends march in a Labor Day parade in Northern Virginia. The event focused on the AFL-CIO's living wage campaign.



AMO's Jack Brady Succumbs to Cancer

John F. "Jack" Brady, a founding member and longtime official of the American Maritime Officers (AMO), passed away August 11. He was 68 years old.

"Jack was a dedicated, hard working union official," recalled SIU President Michael Sacco. "No matter what the struggle, he was there fighting for his members. He will be sorely missed."

AMO President Michael McKay described Brady as "one of a kind. He took every assignment full ahead, and he never stopped working for the seafaring men and women he was proud to represent—even when he retired. Jack Brady worked the phone from his home to Washington, calling old friends to discuss specific maritime policy issues, reminding them of why the U.S. needs its own merchant fleet under its own flag."

Brady began sailing in 1946 with the U.S. Army Transport Service. The next year, he enlisted in the U.S. Navy. He later received the Purple Heart for being wounded in action during the Korean conflict.

Brady earned his third assistant engineer's license in 1952 and was among the first to join the fledgling Brotherhood of Marine Engineers, an SIUNA affiliate and the forerunner of today's AMO. He sailed six



Jack Brady

years before coming ashore as a representative for the union, which had merged with locals of the Marine Engineers Beneficial Association to become MEBA Great Lakes District Local 101. The district later changed its name to District 2-MEBA.

He would serve on the union's executive board as well as be a vice president, executive vice president and secretary-treasurer.

In the mid-1970s, Brady was assigned to head the union's Washington operations. He worked with officials from the SIU, the AFL-CIO Maritime Trades Department and others to gain support for the U.S.-flag fleet in Congress. He retired in 1992 as the congressional and legislative affairs director.

Flu Shots Set For October 23 In Tacoma

Virginia Mason Clinic will again offer free flu shots this year to members and retirees who qualify under the rules of the Seafarers Welfare Plan. The inoculations will be given at the Tacoma hall after the October membership meeting on Friday, October 23, 1998, from 1 p.m. until 3 p.m. The address is 3411 South Union Avenue.

In order to expedite the necessary paperwork, it is requested that any member or retiree intending to receive a flu shot call the hall one week prior to October 23. The telephone number is (253) 272-7774.

'Never Stop Learning,' Say New Recertified Bosuns

Representing a vast geographical and ethnic makeup of the Seafarers International Union, the most recent group of deck department members to graduate from the recertified bosun program gave thanks to the union for their jobs and urged those following in their footsteps to never stop learning.

Each of the nine recertified bosuns came to the podium to accept their graduation certificates during ceremonies at the September membership meeting in Piney Point, Md. They spoke to an audience composed of union officials, fellow members, unlicensed trainees, family and guests. They thanked the union officials as well as the teachers and staff at the Lundeberg School for their knowledge, professionalism, patience and understanding.

A graduate of the Lundeberg School's entry level program (Class #131) in 1973, **Michael D. Dunn**, 45, has returned to the school several times to upgrade his skills.

Dunn, who ships from the port of San Francisco, stated that the SIU has enabled him to sail all over the world—places like Hong Kong, Glasgow, Rio—and that being selected for the bosun recertification program "has been a high point in a wonderful career."

The sessions on wire splicing with Instructor Ed Boyer were among Dunn's favorite parts of the recertification curriculum.

Some of his remarks were directed toward the unlicensed apprentices in the audience. "I want you to take advantage of the opportunities that the school has given you," he stated, "and will continue to give you. We are all very privileged. Always remember, we're like a family both out at sea and here at the school. We are all here to help you grow."

Very Rewarding

Ramon Castro joined the union in 1977 in New Orleans. The 46-year-old Seafarer has attended upgrading courses at the Lundeberg School before, but found this program—the highest curriculum available to Seafarers who sail in the deck department—the most rewarding of his career.

"Upgrading our skills is the only way to reach our goals," he stated. "And the Lundeberg School is such a tranquil place in which to learn."

Castro said he will urge all members to take advantage of the union's educational facilities. "Without upgrading, your choices of a job are limited."

Edwin Rivera, 43, formerly of New York and now sailing from Jacksonville, Fla., has been with the SIU for 19 years.

"The union has been good to me and my family," said Rivera,



The nine graduates of the bosun recertification program pose with officials of the SIU at the September membership meeting. From the left (front row) are SIU VP West Coast Nick Marrone, Michael McCarthy, Ramon Castro, Norman Armstrong, SIU President Michael Sacco, Michael Dunn, SIU VP Contracts Augie Tellez, Robert Woodson, (second row) SIU Representative George Tricker, Plans Administrator Lou Delma, Gregory Hamilton, SIU Secretary-Treasurer David Heindel, Edwin Rivera and Edwin Gambrel.

who has upgraded four previous times at the Lundeberg School, located on the grounds of the Paul Hall Center for Maritime Training and Education.

He said he had a great time in the recertified bosun program and learned a lot from the instructors.

"I am a proud member of this union," Rivera stated. To the unlicensed apprentices, he added, "You're in a great union. Keep coming back and learn all you can."

Educational yet still enjoyable is the way **Edwin G. Gambrel**, 45, described his overall experience at Piney Point.

He thanked the SIU for the opportunities he has had since joining the union in Mobile, Ala. in 1973 and noted that he would definitely recommend the school's upgrading classes and the great staff. He particularly enjoyed learning some computer basics as well as the thorough review of firefighting and CPR.

"The SIU is the best union, bar none," stated **Harold Sebring**. "Nowhere else can you get an education like this."

The 43-year-old recertified bosun, who sails from the port of Houston, added that a small way the membership can assist the union in its goals is to get out there and pitch in when needed—maybe on a picket line or writing letters or making phone calls.

Michael McCarthy, 36, sails from Brooklyn. He has seen a lot of changes in the SIU and at the Lundeberg School since he joined in 1981.

He particularly mentioned the hard work done by the union officials and other staff employees—work that is seldom noticed by the membership. The wheels are constantly turning, he said of the union leadership—negotiating contracts, talking with congress-

sional representatives, taking care of insurance claims and vacations. "They're working hard for us, but what can we, as union members, do in return?" he asked.

One way, McCarthy suggested, is to work hard when you are out on a ship. "Put in an honest day's work every day," he said. He also suggested helping someone else who may be having trouble, either with their studies at the school or with their duties on board ship. "Be brotherly," he said. "It's for all of us."

McCarthy reminded his fellow members, "We're the ones with the jobs. So our union officials must be doing something right for us. Let's keep the union spirit strong—and keep working hard."

Thanked Instructors

Robert Woodson, 36, thanked everyone who took the time to encourage and instruct him on taking advantage of the numerous opportunities, both at the school and aboard SIU-contracted vessels throughout the world. Sailing from the port of Norfolk, Va., Woodson joined the SIU after eight years of active duty in the U.S. Navy. This is his third time at Piney Point.

"As I look back at the many jobs available to us as SIU members," he told the audience, "I can't help but be proud of our negotiators who constantly work hard to ensure we have the widest variety of jobs available to any American maritime organization. Our leaders have forged a stable environment to carry the membership well into the new millennium."

Along with job security, Woodson expressed his pride in being part of an organization that prioritizes some of the personal needs of its members, things like a constantly improved welfare plan and a professionally run addictions rehabilitation center.

Woodson recognized all those people whose tireless efforts keep the jobs flowing: manpower, the hiring halls and those working behind the scenes.

"We, the mighty rank-and-file of the SIU," he concluded, "will continue to fulfill our destiny and remain the backbone of the United States merchant marine."

Gregory Hamilton, 42, believes he has been given three golden opportunities in his life, all with the help of the SIU. The first occurred a quarter-century ago when he came through as a trainee at the age of 16 (Class #112). "This school and union

took me off the street and put me in the right direction." He was thrilled with being able to travel the world and make good money at the same time.

The second opportunity came about 14 years ago "after all that partying around the world. . . . The union once again helped set me in the right direction. And the third is graduating from the bosun recertification program and getting some job security for me and my family."

Hamilton, who sails from the port of Wilmington, Calif., has worked in all three departments, been shipwrecked in the Indian Ocean on an old T2 tanker (where he had to abandon ship by lifeboat), and has returned to the Lundeberg School four previous times to upgrade his skills.

Like McCarthy, Hamilton thanked the union officials for their hard work in getting a good standard contract for the membership, but noted that future contracts "have a lot to do with us doing a good job out there on the ships."

Sailing from the port of Mobile, Ala., **Norman K. Armstrong**, 36, believes that the CPR, first aid and firefighting classes teach skills he can defi-

nately use, not only aboard ship, but at home as well.

He joined the SIU in Piney Point in 1987, when he was 25 years old, and believes that in his 11 years of shipping, "the union has shown me how to be responsible. Being responsible is doing things the right way, and if you do things the right way, everything works out."

Armstrong looks forward to his shipboard leadership position and advised the unlicensed trainees to "listen to your supervisors and work together as a team. You're going to be in different ports, see different things, visit different parts of the world. It's a great opportunity, but always ask questions and keep the right attitude."

Additional Training

In addition to refresher courses in CPR and firefighting as well as hands-on exercises and classroom work in many different areas of proficiency (wire splicing, military sealift operations, crane operations, damage control procedures), the nine bosuns met with representatives from all departments in the union, thereby enhancing their understanding of the many facets that have to come together to make the union strong.

Officials from the contracts department discussed how the union goes about negotiating an agreement. Representatives from the SIU's health, vacation and pension programs kept the nine members abreast of their benefits, and during a trip to the union's headquarters building in Camp Springs, Md., the bosuns learned about the latest efforts of the SIU's legislative and government affairs departments to promote U.S.-flag shipping and ensure job security for all Seafarers.

The six-week program has come to an end, but the nine recertified bosuns will feel its effects for many years to come. With their new-found knowledge about the workings of the union, they now are in a position to practice what they have learned and disseminate that information to their fellow shipmates around the world.



In order to graduate from the recertification program, the bosuns had to complete a class on damage control.



The recertified bosuns work with some of the unlicensed apprentices during a crane operations class.

ACE Alliance Aims to Fortify STCW Training

An upcoming agreement between the Paul Hall Center for Maritime Training and Education and the American Council on Education (ACE) is designed to help Seafarers meet STCW requirements.

The expanded alliance between the center and ACE—the exact date of which has not been announced—stems from a 1995 STCW amendment requiring an external auditing process known as a quality standard system, or QSS. ACE recently 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 Director Jo Ann Robinson and her staff recently spent several days at the school in Piney Point, Md., learning more about the facility's classes and admissions procedures.

However, this is not a new

association between the center's Lundeberg School and the Washington, D.C.-based education group. ACE, a college credit recommendation service, has been evaluating the school's curriculums since 1975.

As a result of those years of assessments, one benefit to upgraders is that they have had the chance to obtain academic credit for learning acquired outside the auspices of traditional colleges and universities. In other words, 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, since the Lundeberg School classes are ACE-evaluated. The final decision rests with the college or university, though.

Meanwhile, 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.



Staff members from the Paul Hall Center for Maritime Training and Education in late August welcomed representatives of the American Council on Education (ACE) for an in-depth update on the Piney Point, Md. facility's curriculums and admissions procedures.

"The requirements of STCW are a perfect fit with ACE," observed Bill Eglinton, director of vocational education at the Paul Hall Center. "As a QSS, ACE will be much more involved with the school."

Upgraders Use Academic Dept. As Springboard to Other Courses



Thanks to their own efforts plus assistance from the Paul Hall Center's academic department, including instructor Rick Prucha (center), SIU members Yahya Al-saqaf (left) and Hussein Mohamed (right) recently completed several courses at the school. Preparatory courses for Seafarers who speak English as a second language helped enable them to pass the vocational curriculum and a computer basics class.

Primarily speaking a language other than English does not mean SIU members cannot upgrade at the Paul Hall Center for Maritime Training and Education.

In fact, the academic department at the Piney Point, Md. facility offers extensive assistance for Seafarers who speak English as a second language (ESL).

"It's a great place to learn. I appreciate the chance the school gives us to improve professionally and all the assistance from the academic department," stated deck department Seafarer Hussein Mohamed, who recently completed several courses at the center after taking two of the school's ESL preparatory classes.

Mohamed and Yahya Al-saqaf, both of whom last sailed

with American Hawaii Cruises, each fulfilled the requirements of the school's computer basics course. They also took ESL preparatory classes for water survival and firefighting, then passed the actual courses.

Since the center's Lundeberg School opened 31 years ago, it has offered academic support for students taking vocational programs as well as for those students requiring basic skills or ESL or continuing their education.

Currently, this includes a GED program, ESL, adult basic education, a basic vocational support program, and a degree-granting college curriculum.

See page 23 for more information about the school and upcoming classes.

Overseas Safety

School Provides Anti-Terrorism Training

How can you detect when someone is watching you?

Is there any reason to be potentially suspicious of someone carrying a camera?

What good will it do to retrace your steps?

The Paul Hall Center for Maritime Training and Education helps Seafarers answer these fairly unusual questions and many others in an anti-terrorism briefing it provides to all students at the Piney Point, Md. school.

Though not required to do so, the center's Lundeberg School added this one-hour course in response to a directive from the Joint Chiefs of Staff. That order covers Department of Defense employees who are deployed

overseas.

Since mariners working aboard military-contracted ships—such as those operated by the U.S. Military Sealift Command—are considered Defense Department employees for the duration of the voyage, they must complete anti-terrorism training before sailing overseas. (There are four levels of training specified by the government. Mariners must complete the first level. The other levels are for instructors, military unit commanders and very high-ranking officers.)

Several hundred Seafarers already have completed the class since the school first offered it a few months ago.

"This training is meant to help

the members, help our contracted companies and help the military. It really simplifies things all the way around," noted Bill Eglinton, director of vocational education at the center and a certified anti-terrorism instructor.

The course touches on different aspects of terrorism—everything from how to identify potential threats, to reasons why people commit terrorist acts, to surviving a hostage situation. Much of the content focuses on preventive action and awareness.

The government directive for such training took about one year to implement. It was launched following the bombing of Khobar Towers, Saudi Arabia in June 1996.

OYSTERS: Love 'Em Or Leave 'Em?



Editor's note: The following article was written by Chef Allan Sherwin, director of culinary education at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Man has been eating oysters for more than 4,000 years. They were delicacies of Roman emperors and French kings and are consumed in increasing numbers today. Raw bars are popular throughout America, and shucked raw oysters are served with Tabasco, horseradish, cocktail sauce and exotic combinations of ginger, roasted chilies and oriental flavors. There are, however, dangers associated with consumption of this wonderful shellfish.

Oysters should be harvested from government-inspected beds and tagged. These beds are free from contaminated water that could carry deadly hepatitis A viruses. The tags should be kept for 90 days by the end user. Consumption of raw oysters has led to the nation's worst outbreak of foodborne illness relating to oysters. Since early June, more than 300 cases of flu-like symptoms were reported in people who consumed oysters harvested in the Galveston Bay area of Texas. The Lone Star state stocks more than half the nation's supply. There are more than 20 million raw oyster eaters in this country, and people are at risk if they consume raw oysters from unapproved sources.

All oysters have some bacteria that can be destroyed by steaming for eight minutes in the shell, boiling five minutes, or frying or baking at 450 degrees (F.) for 10 minutes.

When using live oysters, lightly tap the shell. It

should close tightly. A freshly shucked oyster should have a pleasant fresh sea-breeze odor, and the liquor is clear and not cloudy. Store live oysters as close to 32 degrees (F.) as possible and cover with a damp cloth. Never cover with ice. Fresh water will kill the oysters, and placing them in plastic bags will suffocate them.

Frozen oysters in the shell are now marketed. They are flash frozen and can be used in many recipes. The key is to buy from a reputable supplier.

Persons with liver disease should not eat raw oysters. There are bacteria found in some oysters in government beds that have caused many cases of foodborne illness. *Vibrio fulnificus* is a bacterium that is found in marine waters even if the water is clean. This bacterium can cause stomach distress, flu-like symptoms, blood poisoning and even death.

The trend toward warmer climates and warmer waters has increased the threat of illness caused by *vibrio fulnificus*. Government guidelines have recommended that persons in these areas eliminate consumption of raw oysters completely.

January is the best month to consume oysters. Cold water means great flavor. There are as many as 15 varieties available from the five species found in the United States. There are distinct differences between a Florida Apalachicola oyster and a Bluepoint and a Martha's Vineyard. The flavor of oysters is determined by the waters in which they live and by what they eat. The Bluepoint refers to the Long Island Sound oysters. A new Fishers Island oyster from the island in the eastern sound is becoming a favorite of many New York oyster connoisseurs. Olympias from Seattle are the oyster of choice on the West Coast.

Whatever the oyster, make sure that it is from federally inspected beds to ensure that it is free from harmful viral contamination (although it could still harbor deadly *vibrio fulnificus*). Cooking all oysters is the best insurance policy to avoid illness.

For free oysters recipes, write to: Louisiana Oyster Recipes, 1600 Canal St., Suite 210, New Orleans, LA 70112.

It All Adds Up for Upgrader Watson



Seafarer Taylor Q. Watson (right) receives his certificate for successful completion of the college-level Math 101 class at the Paul Hall Center from instructor Rick Prucha. Watson recently earned an "A" grade in the math class while also finishing the vocational department's FOWT course.

When Is the SIU Not the SIU?

When It's on the 'Nash Bridges' Show

There was a lot of excitement recently on Fremont Street in San Francisco—in front of the SIU hall to be exact. That is where filming for a scene in an upcoming "Nash Bridges" television show was being shot—with none other than its star, Don Johnson (formerly of another well known police show, "Miami Vice").

In the series, Don Johnson's detective unit is known as the S.I.U. (Special Investigative Unit) and, according to SIU Vice President West Coast Nick Marrone, the actor "got a real kick with our SIU shirts that I presented to him."

This is the fourth season for the TV series which airs Friday nights at 10 (EST) on CBS.

The photos accompanying this article were taken by Robert Schindler, who sails as a QMED from the port of San Francisco.



Filming for an episode of the "Nash Bridges" show takes place in front of the SIU hall in San Francisco.



In photo at left, actor Don Johnson (behind the sunglasses) is thrilled with the SIU shirts given to him by SIU Vice President West Coast Nick Marrone. Above, Don Johnson gets ready for the filming of a scene.

Retired QMED Survives House Exploding on Him

From the time Joseph Magyar began sailing on the Great Lakes in 1949 to the day he signed off the *Sea-Land Venture* in 1986, he never experienced anything that could closely relate to what took place around 9 p.m. August 5.

That was when his Granite City, Ill. home collapsed around him following a gas explosion which had been triggered by a spark from a light switch being turned off. While the retired QMED survived with second degree burns to his head, neck and arms, he lost everything else.

"I am very lucky to be alive," Magyar, 77, repeatedly told a reporter for the *Seafarers LOG* last month. "I'm kind of sore, but I am very fortunate."

On the evening of the disaster, Magyar and his longtime friend, Anna Mokrie, were watching television. A heavy rain had enveloped that part of the country, and Magyar was keeping an eye on the basement, which had started to flood.

The house in which they lived was equipped with natural gas. The furnace had been off for the summer. On a check of the basement around 5:30 p.m. that day, Magyar noticed water rising, so he turned off the pilot to the water heater.

He decided to make one more trip to the basement shortly before 9 o'clock because he was looking forward to a television show. He was dressed only in a pair of shorts and a t-shirt.

"I didn't smell a thing," Magyar recalled. "I clicked on the basement light, looked around and was headed back up the steps."

"I pulled off the switch, then whoosh! I looked back and saw the fire coming towards me."

Magyar recalled trying to get up the steps but the door was jammed. He had no idea the house had collapsed.

"My hair was on fire. I saw a puddle of water and laid down in it to put the fire out."

According to newspaper reports, neighbors and emergency teams rushed to the house to rescue Magyar and Mokrie. She was assisted out of the building dazed, but unhurt.

Magyar, still trying to get up the stairs, was pulled up by neighbors.

"I was in the yard next door, talking rational, and still didn't

know the house blew apart. I was shaking like a frog leg in a frying pan and people kept asking me questions—my name, my age—and I got tired of it.

"When the paramedic asked me if I was allergic to anything, I said, 'Yea, I'm allergic to fire.' They stopped asking me questions then."

Magyar spent three weeks in St. John's Mercy Medical Center in nearby St. Louis.

That is where he found out what he lost in the blast.

Safety inspectors deemed his home of more than 25 years as a total loss and ordered it bulldozed immediately. Mokrie (who spent the night in the hospital for observation) and he had no chance to recover anything—including clothes, pictures, mementos or wallets.

Some neighbors gathered what little they could before the structure was demolished, but that little bit was stolen from a locked garage two nights later.

"I lost my hearing aids, glasses and teeth. I lost all my papers and souvenirs from sailing," Magyar said.

Among his cherished items were salt-and-pepper shakers from around the world, Liberty ship paperweights, pocket watches and baseball cards and photos going back to the time of Babe Ruth and Lou Gehrig.

(To show how he was moving on with his life, Magyar changed the conversation to say he was looking forward to seeing on television St. Louis Cardinal first baseman Mark McGwire break baseball's single-season home run record that weekend.)

Mokrie and Magyar have moved into a house owned by her family in the same community where they lived. They have purchased several pieces of furniture and clothing to resume a normal lifestyle. But they know they will not be able to replace a lot of the items they once had.

While he lost a lifetime of collectibles, the retired QMED realizes how fortunate he is to be able to talk about them—and anything else.

"My neighbors helped a lot. They still are amazed anyone could survive that explosion. People don't know how I came out of this."

"God was watching out for me."

Lakes Seafarers Salute QMED Brink

Walter J. McCarthy Crew Remembers Longtime Shipmate

The SIU-crewed *Walter J. McCarthy Jr.* last month paid tribute to someone who worked aboard the Great Lakes vessel for 15 years. Crew members conducted a brief shipboard ceremony in memory of QMED Ed Brink, who passed away September 1 at age 69.

The observance included horn blasts and the tossing of a wreath into the St. Clair River. It took place in a sentimental location—the area where Brother Brink's wife often visited so she could wave to him as the ship sailed past.

Mrs. Brink and the couple's 4-year-old daughter were among the 50 or so relatives and friends who observed last month's salute.

"This was our spot," Mrs. Brink told a local newspaper that featured the ceremony. "I know

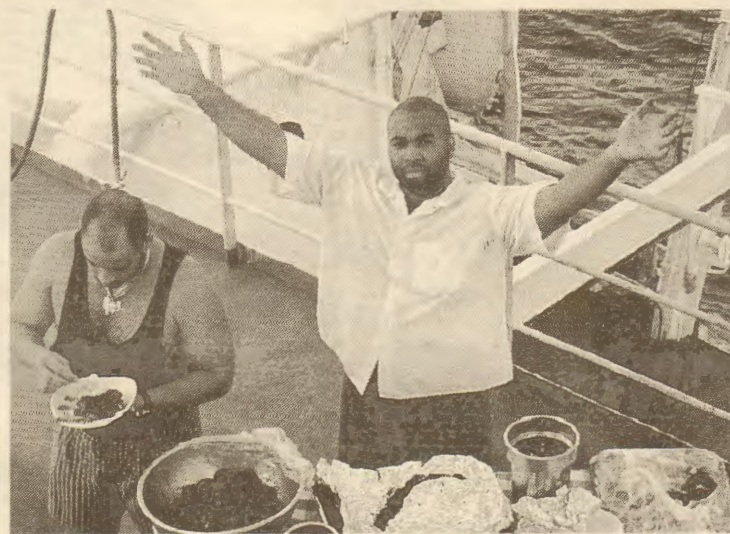
that Ed is watching this. I know that he is still on that ship—at least his spirit."

Seafarer Brink sailed on the Lakes for 52 years, including 29 with SIU-contracted American Steamship Co. (which operates the *McCarthy*).

SIU Algonac, Mich. Representative Don Thornton described Brother Brink as "a quiet person who was very dedicated to his job. I know his fellow SIU members on the Lakes admired his long record of safe, hard work. He will be missed."

Brother Brink was diagnosed with cancer in mid-July. He spent the following six weeks in and out of the hospital before passing away at home in Port Huron, Mich.

Smooth Sailing & Cool Cookout on LNG Gemini



In a recent note to the *Seafarers LOG*, SA Fernando Mesa reports smooth sailing aboard the *LNG Gemini*.

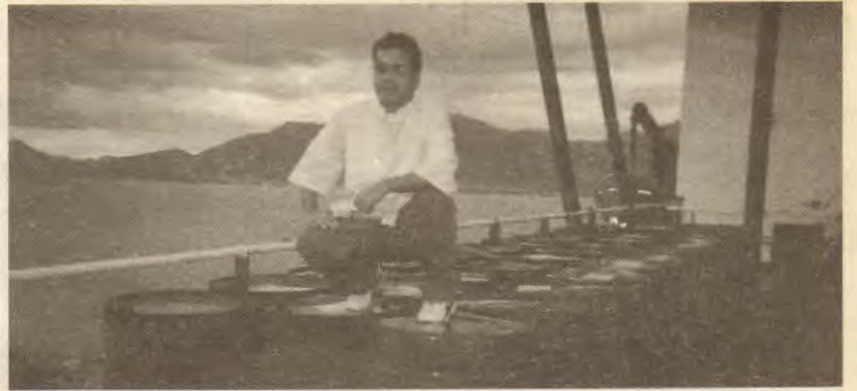
"Nice weather, good crew, good food—no complaints at all," wrote Mesa. The SA also notes that crew members enjoyed an Independence Day cookout aboard the LNG tanker, which transports liquefied natural gas to ports in Japan and Indonesia.

Pictured preparing (and enjoying) the feast are (top photo) SAs Edwin Bonefont (left) and Gregory P. Blaylock; (photo below left) Chief Steward Kris A. Hopkins; and (below) Chief Cook Robert G. Maschmeier.





LOS ANGELES – ACU James Nolan (left) and Steward/Baker S. Ghani help keep the *President Kennedy's* galley spotless.



SPAIN – Heading into Spain are SA Tony Colon and the rest of the crew aboard the *Lawrence Gianella*.

MOBILE, ALA. – Veteran Mobile Pilots Doug McClure (at left in both photos) and Tommy Wescovich return to shore after another day of safely assisting deep sea vessels into the port.



LONG BEACH, CALIF. – Pictured aboard the *President Grant* are (from left) SA Nassir Muzayyad, Steward/Baker J. Bull, SIU Port Agent John Cox and Chief Cook Kathleen Lanahan.



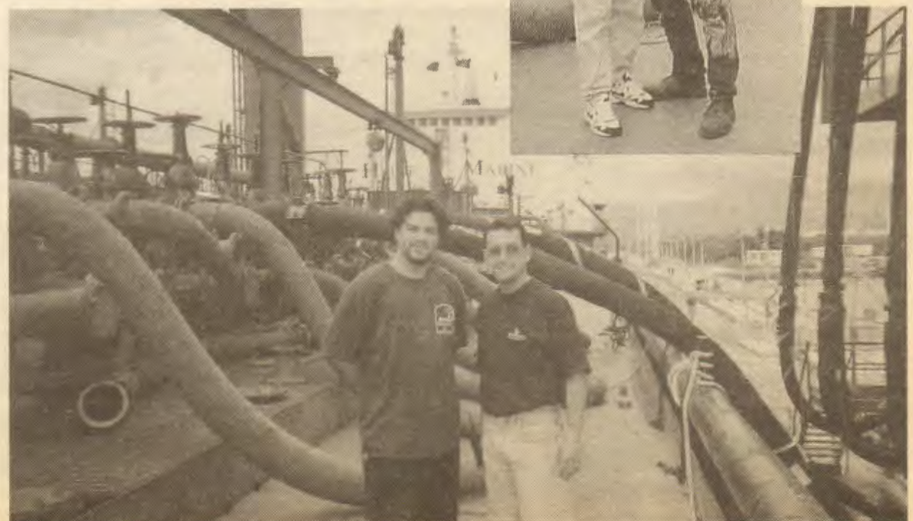
EARLE (N.J.) NAVY WEAPONS STATION — The Ready Reserve Force (RRF) ship *Cape Jacob*, which had been in reduced operating status, recently crewed in Mobile, Ala. and sailed to the Navy base in Earle, N.J., where it continued preparations for an upcoming overseas assignment. In photo at left, Recertified Steward Richard Gray (left) and AB George Dean take a quick breather while helping prepare the ship for its voyage. At right, Chief Cook Jessie James (left) and Third Cook Bertrand Wright inspect provisions brought aboard.



PUERTO RICO – AB Amancio Crespo (photo at right) and SA Carlos Sanchez welcome SIU Patrolman Victor Nuñez aboard the *HMI Astrachem*. Nuñez serviced the vessel in Guayama.



SHANGHAI – East meets West aboard the *Sea-Land Innovator*, as Chief Cook Sonny Edwards takes a photo with four Chinese guards. Steward/Baker Pepe Bayani is behind the camera.



The Brown Is Back!

Venerable Vessel Rejoins Cable Operations



Bosun Francisco Sousa notes that the *Charles L. Brown* features the latest equipment.

The SIU-crewed *Charles L. Brown* rejoined Transoceanic Cable Ship Co.'s active fleet after approximately one year in layup.

The venerable vessel last month sailed from the port of Baltimore, heading first for St. Croix to load cable and then to an assignment near Trinidad and Tobago.

The SIU unlicensed crew as well as the officers who signed on the ship in mid-August met the challenge of bringing her into shape.

"We're checking everything, just getting it all back together," Bosun Francisco Sousa said during a seasonably hot day in late August. "Hatches, cable equipment, watertight doors, new cranes—you name it, we're making sure it's ready."

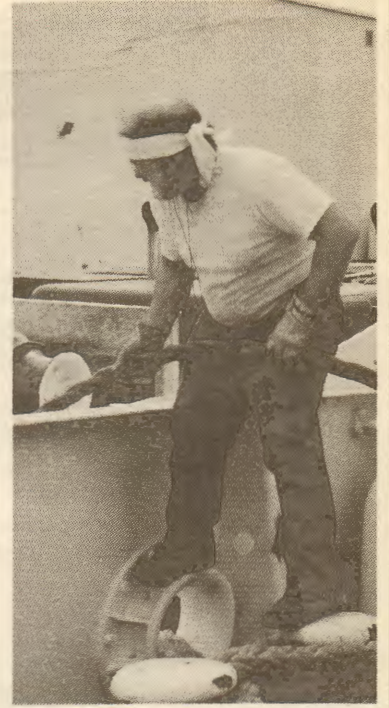
Once known for its wooden components, the *Brown* has undergone piecemeal refurbishment through the years. While the wooden foredeck is unaltered, virtually all of the ship's remainder is steel.

Despite its long record of service in undersea cable operations, the *Brown* is state-of-the-art. It recently took on a new robotics sea plow used for burying cable, and overall it is outfitted with the most technologically advanced equipment for retrieving and repairing undersea communications systems.

The ship's features include a bow thruster, dynamometers (used to check cable tension), bottom profiling systems (which permit finely accurate readings of the ocean floor), bow cable machinery (for loading and unloading many miles of cable), and more.

Seafarers help make it all work, from separating the different types of cable into appropriate sections of the storage tanks, to assisting with engine upkeep and operation, to keeping fellow crew members well fed, among many other duties.

The *Brown's* SIU-crewed sister ships are the *Long Lines*, *Global Mariner*, *Global Sentinel* and *Global Link*.



Helping remove a line from the deck is AB Robert Forrest.



Shown in the group photo, the galley gang members are (from left) Chief Cook Nazareth Battle, GVA Helen Mitchell, GVA Gary Travia, GVA Allan Bright, Chief Steward Justo LaCayo and Cook/Baker Carlos Suazo.

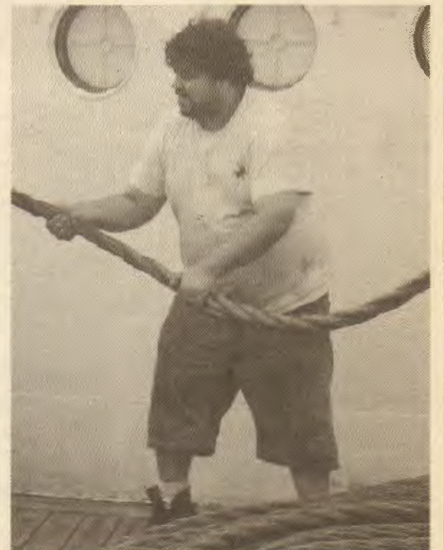
A recent visit to the galley aboard the *Charles L. Brown* found the entire department hustling to serve a delicious lunch. Pictured counterclockwise from top are Chief Steward Justo LaCayo, Cook/Baker Carlos Suazo, Chief Cook Nazareth Battle, GVA Helen Mitchell and GVA Allan Bright.



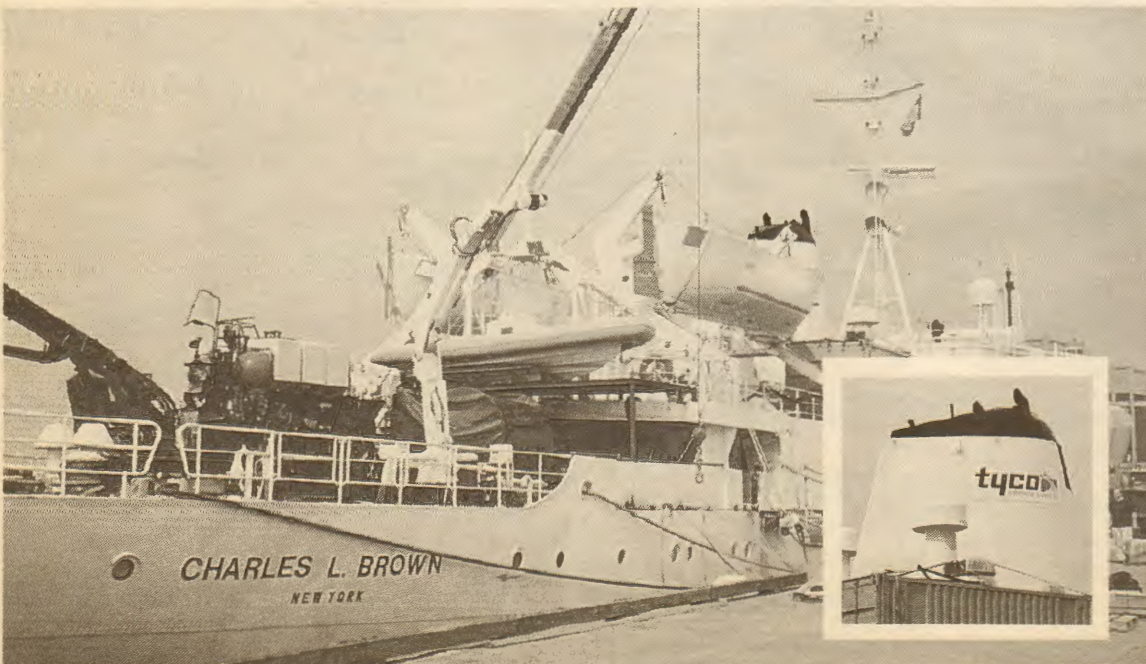
OMUs Jon Driggers (above photo) and Ken Pinchin (left) form part of the engine department aboard the *Charles L. Brown*.



AB Terry Cowans keeps an eye on the task at hand.



Pictured at right, AB Tom Higgins does his part to prepare the *Brown* for sailing.



Parent company Tyco International Ltd. (inset) purchased the *Charles L. Brown* and four other SIU-crewed cable ships in 1997. The vessels remain under SIU contract.



Teamwork is important on any ship, as demonstrated by (from left) ABs Mike Monohan, John Baker and James B. Kerns.

SIU Dateline

1938 - American Federation of Labor (AFL) presents an international charter for mariners to Harry Lundeberg on October 14. The union is known as the Seafarers International Union of North America (SIUNA). It consists of three separate districts: Atlantic, Gulf and Great Lakes, which will be referred to as SIU.

1939 - First contracts with shipping companies (Savannah Line, P&O Steamship and Colonial Navigation) are signed. Among the issues won by members are overtime pay for work on Saturday afternoons, Sundays and holidays, two weeks of vacation and hiring through the union hall. Union gains war bonuses for crews sailing into dangerous zones. Delegates from the Atlantic, Gulf and Great Lakes districts also approve the SIU's first constitution.

1940 - SIU's Atlantic and Gulf districts merge after ratification by membership. The SIU overwhelmingly wins an NLRB-conducted representation election for the crew of Calmar Line vessels.

1941 - John "Whitey" Hawk is elected to head the SIU Atlantic and Gulf District as its secretary-treasurer. A German submarine sinks the SIU-crewed *SS Robin Moor* on May 21, the first time an American-flag vessel is torpedoed. Crew members are given 20 minutes to abandon ship.

1942 - The SIUNA holds its first convention. Harry Lundeberg is elected president. The SIU joins with the Sailors' Union of the Pacific to oppose attacks on the Jones Act, the nation's freight cabotage law. War Shipping Administration takes control of U.S.-flag merchant fleet.

1943 - Union members continue war effort risking life and injury to deliver needed supplies to troops around the globe.

1944 - SIU fights effort by Maritime War Emergency Board to cut mariners' wages. With bonuses and overtime included, the average seaman's salary is \$32.25 a week. The SIU opens its new building at 51 Beaver Street, combining the New York hiring hall with the Atlantic and Gulf District headquarters.

1945 - The SIU creates the position of Director of Organizing to prepare for the battle to recruit new members and sign non-union companies at the war's end. New York Port Agent Paul Hall is appointed. The SIU and other maritime unions fight an attempt by the U.S. Coast Guard to control the U.S.-flag merchant fleet in peacetime. The campaign to represent crews aboard the Isthmian fleet begins.

1946 - Membership approves committee to investigate the possibility of establishing an upgrading training school in New Orleans. Voting for representation begins aboard Isthmian ships. The AFL creates the Maritime Trades Department to give maritime-related unions equal status with the Building Trades and Metal Trades departments. The SIU shuts down the nation's ports with a general strike when negotiated wage increases are rejected by the federal Wage Stabilization Board. After eight days, the board approves the increases, which match those okayed for West Coast unions, and the strike is called off.

1947 - Paul Hall is elected secretary-treasurer of the SIU, the union's highest position. The SIU wins the campaign to represent Isthmian crews and signs a contract with the company, completing the two-year campaign. Seafarers march with members of the United Financial Employees to help them in their strike against the New York Cotton Exchange. This began the SIU's commitment to helping non-maritime unions in time of need.

1948 - Cities Service unlicensed tanker crews vote for SIU representation with more than 83 percent saying yes to the union. The vote follows a year-long organizing effort which meets with stiff opposition from the company. However, labor laws call for another ballot to be conducted. New agreements with contracted companies retain the union hiring hall, a major issue during the negotiations.

1949 - The forerunner of today's United Industrial Workers (UIW) is chartered by the SIU as the Marine Allied Workers Division. The SIUNA charts the SIU of Canada to restore democratic trade unionism in that country following threats of a communist takeover. Despite the anti-union campaign waged by Cities Service, 89 percent of the crew again voted for SIU representation. The company continues to fight despite NLRB certification that the SIU is the bargaining agent. Congress passes separate bill backed by the SIU calling for 50 percent of military cargo going to non-communist countries as well as 50 percent of goods headed to Europe under the Marshall Plan be carried aboard U.S.-flag, U.S.-crewed vessels.

1950 - The SIU becomes the first mariners' union to negotiate a company-financed welfare plan for its members. The plan would provide Seafarers with a \$500 death benefit and \$7 per week hospital benefits. Just days before a Senate hearing looking into Cities Service's anti-union cam-

paign, the company signs a contract with the SIU, thus ending the union's four-year effort to organize the tanker fleet. Korean Conflict begins and SIU-crewed ships are delivering the goods to U.S. troops.

1951 - The SIU gains an industry-wide vacation plan for its members. The program provides for the equivalent of two weeks' vacation pay for each 12 months of service. Union headquarters moves from Manhattan to 675 Fourth Avenue in Brooklyn.

1952 - The first of three projected upgrading schools open for Seafarers. Operating out of headquarters in Brooklyn, the first class qualifies members to obtain their AB certificates. Plans call for training to start soon for both engine and steward department members. Welfare plan expanded to include maternity and disability benefits. SIU membership overwhelmingly approves new constitution. Union implements scholarship program for members and their dependents.

1953 - Two unions join the growing ranks of the SIUNA: the Marine Firemen, Oilers and Watertenders Union (MFOU) and the Marine Cooks and Stewards (MC&S). AFL calls on the Seafarers to help in the creation of a new longshoremen's union after the International Longshoremen's Association is removed from the national labor federation on corruption charges.

1954 - SIU protests the transfer of 80 U.S.-flag Liberty ships (including 26 under contract to the SIU) to runaway flags by the U.S. maritime administrator. The union terms the action a "torpedo to the midships of the American merchant marine" because it not only means the loss of thousands of American jobs but also places the vessels in competition with the U.S. fleet.

1955 - The SIU adopts its seniority system of A, B and C book membership. Welfare plan expands to include hospital and surgical benefits as well as doctors' visits at home for spouses and dependents. Union negotiates an industry-wide health and safety plan to establish clinics in all ports. The SUP, MFOU and MC&S—all SIUNA affiliates—begin work as the SIU Pacific District. Andrew Furuseth Training School opens in Mobile, Ala. to go along with upgrading facilities in Brooklyn and New Orleans. The AFL merges with the Congress of Industrial Organizations to form the AFL-CIO.

1956 - Dr. Joseph B. Logue is named medical director of the Seafarers Welfare Plan Medical Program. First of four health centers is ready to open near the Brooklyn headquarters. The SIU, maritime labor and the shipping industry defeat a proposal in the Senate to weaken the nation's cargo preference laws.

1957 - SIUNA Founder and President Harry Lundeberg dies. SIU Secretary-Treasurer Paul Hall elected to replace him. Brooklyn clinic opens; others set for Baltimore, Mobile and New Orleans. Members' families are eligible to use the facility.

1958 - Optical benefits for members covers free eye exams and glasses. The SIU and National Maritime Union (NMU) launch campaign to combat runaway-flag shipping situation with the help of the International Transport Workers' Federation (ITF). The Great Lakes District votes to affiliate with the Atlantic and Gulf District.

1959 - SIU implements blood bank program for members and their families. The union provides additional training facilities at headquarters so members can obtain lifeboat tickets. Also, ordinary seamen and wipers are given upgrading opportunities.

1960 - The membership approves a revision to the SIU constitution. Under the changes, the membership meetings will be held monthly, the presiding officer's title goes from secretary-treasurer to president and the district's name becomes the Seafarers International Union Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). A committee of galley gang members recommends creation of a recertification program for chief stewards.

1961 - SIU optical plan coverage expanded to include members' spouses and dependents. Welfare plan now includes provisions for Seafarers who become sick or injured off the job. Union negotiates first pension plan for deep sea members.

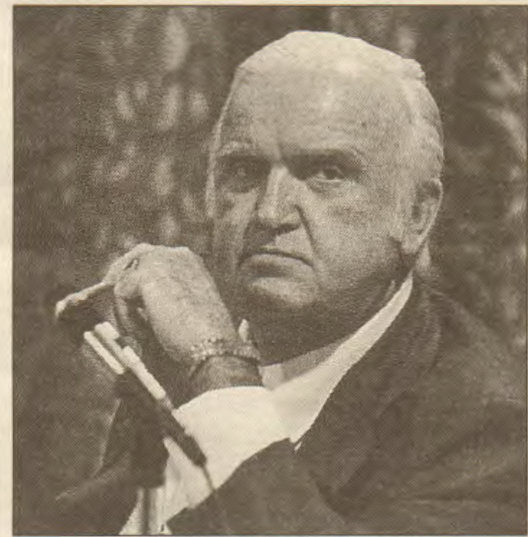
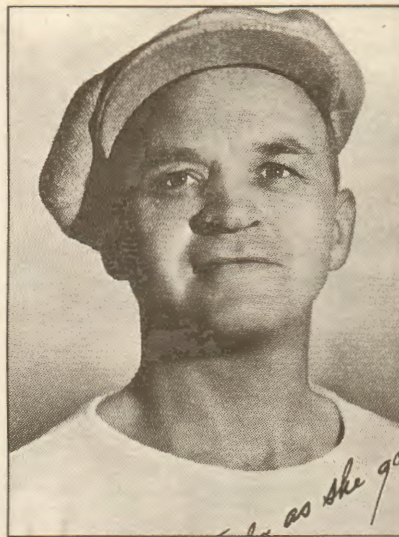
1962 - Agreement allows SIU-contracted ships to carry fresh canned milk, now available because of technology changes, aboard vessels. This means steward departments will not have to take chances by purchasing milk in foreign lands. First steward recertification class gets under way at headquarters. SIU marches with other maritime unions in support of ILA strike in Atlantic and Gulf ports.

1963 - SIU-crewed *Floridian* strafed by Cuban jets 50 miles north of the island nation. Seafarers fly to Germany to crew the world's largest cable ship, the *Long Lines*. The SIU wins the first union contract to cover crew members aboard an oceanographic research vessel, ending a three-day strike aboard the *Anton Brunn*.

1964 - The union begins its seniority upgrading program so B book members can gain their A books. The SIU attacks efforts by the U.S. government and grain compa-

The SIU TU

SIU PRESIDENTS



The SIUNA's presidents: Harry Lundeberg (who served from 1938 to 1957), Paul Hall (1957-1998)

October 14 officially marks the 60-year anniversary of the SIU. It is a history worth considering.

As a key part of America's fourth arm of defense, SIU members have answered their nation's call from World War II through the Persian Gulf War. Today, they remain at the ready.

Vocational training has evolved from being passed generation to generation on the job, to the old Andrew Furuseth facilities at various SIU halls and then centralized at the Paul Hall Center's Lundeberg School of Seamanship. Today, the Paul Hall Center stands as the finest maritime training facility for unli-

censed mariners in the nation.

Aboard ship, SIU members have adapted survived the inevitable changes in crew sizes their reputation as highly skilled, safe and re-

As next month's local, state and federal it is appropriate to note that the SIU remain active organization. No one said it better President Paul Hall, who noted, "Politics is p Seafarers still take that notion to heart.

In an era when national economic and re-

THEN



In this undated photo taken at the old SIU hall in New York, members participate in a union meeting.



The SIU-crewed *Robin Moor*, attacked by a German submarine, was the first American-flag ship to be hit during World War II. Some of the survivors are pictured here.



From 1944 to 1951, the union's headquarters was located at 51 Beaver Street in Manhattan.

Seafarers 60



Frank Drozak (1980-1988) and Michael Sacco (1988-present).

Automation and... they retain... mariners... approach... politically... the late SIU... shops." Today... lines often

appear blurred, the union has charged head-on into international maritime forums, taking an active role with groups which affect the livelihoods of mariners worldwide.

However, the SIU has never lost sight of its primary concern. "The SIU remains dedicated to providing jobs and job security to its membership. That is something that never has changed, and it never will change." — SIU President Michael Sacco.

On these pages, the *Seafarers LOG* presents a sampling of events and images in the union's history.

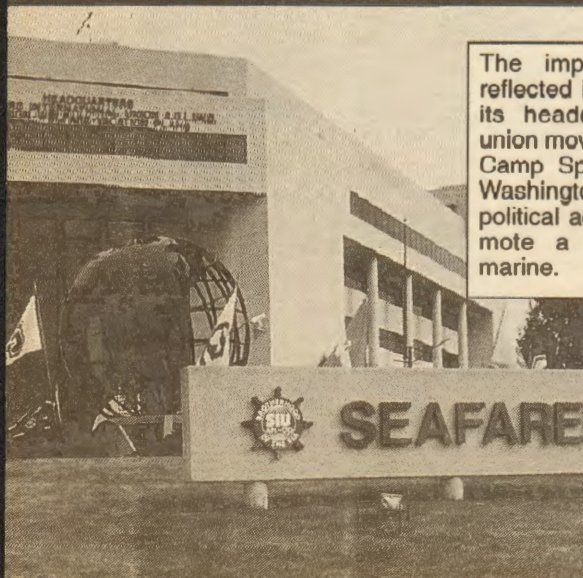
NOW



Seafarers march in the National Victory Celebration Parade in Washington, D.C. The event, which took place June 8, 1991, marked America's success in the Persian Gulf War.



The late 1990s have seen the SIU acquire numerous new jobs for the membership. In this 1997 photo, members climb the gangway of the newly contracted tanker *Allegiance* in Texas.



The importance of politics is reflected in the SIU's relocation of its headquarters in 1982. The union moved from Brooklyn, N.Y. to Camp Springs, Md. (just outside Washington, D.C.) to enhance its political activities and thereby promote a strong U.S. merchant marine.

nies to eliminate cargo preference provisions for carrying American grain to the Soviet Union. President Lyndon Johnson creates the Maritime Advisory Committee.

1965 — SIU fights attempts to weaken the Jones Act by allowing foreign-flag vessels to enter the Puerto Rican-U.S. mainland trade. The SIUNA testifies before Congress on the need to build new U.S.-flag bulk carriers to make the fleet more competitive in the world market. Training programs operating as the Andrew Furuseth Training School change their name to the Harry Lundeberg School of Seamanship in memory of the SIUNA founder.

1966 — As the war in Vietnam calls for an increase in shipping, the SIU works with MEBA-District 2 to enable engine department Seafarers to upgrade their skills and obtain an engineer's license. SIU meets the manpower need created when vessels are broken out for the war effort.

1967 — U.S. Coast Guard approves lifeboat training offered by the Lundeberg School. SIU President Hall announces the purchase of property in southern Maryland to serve as a consolidated training center for SIU members. The Lundeberg School moves to Piney Point, Md., where members can upgrade their skills and newcomers can learn the skills to become mariners.

1968 — Campaign launched by the SIU and MTD to rebuild the U.S.-flag merchant fleet. Union blasts cuts in federal budget directed at the Maritime Administration as reflecting "a lack of awareness of maritime's essential role in our defense efforts and our peacetime economy."

1969 — Members concur with a headquarters' resolution to create a ship's committee — composed of a chairman, secretary and delegate from each of the three departments — aboard each SIU-contracted vessel and to hold regular shipboard meetings. The Nixon administration unveils its maritime program. It is designed to build new ships, encourage increased private investment and guarantee more government cargo for U.S.-flag vessels.

1970 — Congress passes and President Richard Nixon signs into law the Merchant Marine Act of 1970, the first major piece of maritime legislation enacted since 1936. The measure calls for 300 ships to be built. The Lundeberg School institutes a reading program to help members who are slow readers increase their literacy skills. The school also is accredited by the state of Maryland to conduct high school diploma equivalency (GED) tests. The union commences a series of crew and pensioner conferences.

1971 — SIU and MTD fend off congressional attacks on both Jones Act and funding for U.S. Public Health Service Hospitals. Congress approves law that eliminates the need for mariners to pay withholding tax in more than one state. SIU-contracted companies Waterman Steamship and Delta Steamship receive subsidies to build new vessels under provisions of the 1970 Merchant Marine Act.

1972 — Bilateral agreement reached between U.S. and Soviet Union calls for one-third of cargo between two nations be carried aboard U.S.-flag vessels. New faster containerhips—the SL-7s—begin sailing with Seafarers as the crew.

1973 — The bosun recertification program begins at the Lundeberg School. Seafarers take over as the crew for formerly military-manned Military Sealift Command tankers. Legislation approved to start work on Trans-Alaska oil pipeline. President Nixon addresses SIUNA convention, reaffirming his strong support for the U.S.-flag fleet.

1974 — Lundeberg School launches training program for liquefied natural gas (LNG) tankers. SIU fights for oil cargo preference legislation. The measure is passed by Congress, but vetoed by President Gerald Ford.

1975 — Alcohol Rehabilitation Center opens in Valley Lee, Md., near the campus of the Lundeberg School. The crew of the SIU-contracted *Mayaguez* is held captive for 72 hours by Cambodian rebels. The crew is released unharmed following action by U.S. armed forces. QMED upgraders can take advantage of new shipboard automation course at Piney Point.

1976 — Following a vote of the memberships, the Inland Boatmen's Union merges with the AGLIWD. SIU signs vacation plan with Steuart Petroleum, the first in the inland industry.

1977 — Seafarers crew the first LNG carrier built in the Western Hemisphere, the *LNG Aquarius*—at the shipyard in Quincy, Mass. Later in the year, SIU members climb the ladder aboard the first privately constructed and operated hopper dredge, the *Manhattan Island*. SIU-crewed tankers carry some of the first loads from the Trans-Alaska pipeline. However, Sea-Land's *Galveston* transports the first oil from the pipeline in a 30-gallon drum to Seattle, where the crude is divided into souvenirs.

1978 — MC&S votes to merge with the AGLIWD, the first time East Coast and West Coast shipboard jurisdiction is united. Coast Guard recognizes upgrading time at Lundeberg School for on-the-job credit. New three-year pact with Interstate Oil Transport

establishes new benefits for inland members, including major medical coverage for dependents.

1979 — Seafarers crew *UST Atlantic*, the largest vessel built in the Western Hemisphere, at the Newport News (Va.) shipyard. Great Lakes members man the new thousand-footer *Indiana Harbor*. The Coast Guard backs off its attempt to eliminate a certified tanker as part of crew on tank barges under tow. The SIU has been fighting this action for five years. The SIUNA-affiliated Atlantic Fishermen's Union merges with the AGLIWD. A change in the SIU Welfare Plan allows members to use either the U.S. Public Health Service hospital or a private facility for covered care.

1980 — SIUNA and SIU President Paul Hall passes away. Frank Drozak takes the helm of both organizations. Seafarers climb the ladder for the first diesel-powered Sea-Land containerhip, the *Sea-Land Patriot*. On June 21, the SIU-crewed *Oceanic Independence* set sail from Honolulu, marking the return of the U.S.-flag to deep sea passenger ships after a nearly 10-year absence. Crew members train at Piney Point prior to manning vessel.

1981 — AFL-CIO announces support for five-point U.S.-flag program to increase manpower and vessels in fleet. Reagan administration eliminates U.S. Public Health Service hospitals from budget, cuts funding for new vessels called for in 1970 Merchant Marine Act. Seafarers Welfare Plan restructures because of the loss of the hospitals which had provided treatment for mariners since the start of the nation. The SIUNA-affiliated Military Sea Transport Union merges with the AGLIWD.

1982 — Union headquarters moves from Brooklyn to the Washington, D.C. suburb of Camp Springs, Md. in order to be closer to the government to continue the fight for a strong U.S.-flag merchant fleet.

1983 — The Lundeberg School continues to meet the ever-changing needs of the maritime industry. The first shiphandling simulator is installed while basic and advanced computer training is offered. But the change that caught the eyes of most in Piney Point was the opening of the six-story, 300-room Seafarers Training and Recreation Center. The Reagan administration completely eliminates the shipbuilding provisions of the 1970 Merchant Marine Act from the budget.

1984 — SIU members crew a series of military supply and repositioning vessels, including the fast sealift ships (former SL-7s). Members attending a deep sea crews conference and an inland conference outline a series of proposals designed to carry the SIU into the future. Among the calls adopted by the union were a change in pension credits for members who have sailed more than 3,000 days, the need for continued grassroots support as well as contributions to the Seafarers Political Action Donation (SPAD), a standardized set of procedures for obtaining military contracts and support the union's effort to organize the unorganized.

1985 — The union moves forward by continuing to crew military-support vessels, thus providing new jobs for members. The Lundeberg School updates its curriculum to include courses that will assist Seafarers working on these vessels, including underway replenishment, crane operations and helicopter operations.

1986 — The SIU works with others in labor, maritime, environment and consumer groups to defeat a proposed oil pipeline from Baton Rouge, La. to Fort Lauderdale, Fla. The effort saves hundreds of jobs in the tanker industry. The union gains recognition to represent the unlicensed crews aboard Lavino Shipping oceanographic vessels.

1987 — The AGLIWD and SIU of Canada, along with other shipping unions and companies, urge representatives from the two countries to keep the nations' maritime laws out of a U.S.-Canada free trade agreement. The *Overseas Joyce* becomes the first U.S.-crewed (and SIU-crewed) car carrier to bring Japanese automobiles to America.

1988 — SIUNA and SIU President Frank Drozak succumbs to cancer. Michael Sacco succeeds him as the head of both organizations. After many years of fighting, World War II-era mariners are granted veterans' status. However, the action is limited to sailing between December 7, 1941 to August 15, 1945 and not December 31, 1946 as is the case for other veterans.

1989 — SIU-crewed vessels deliver food and other aid to former Communist-bloc countries in Eastern Europe as the Iron Curtain comes down. The grounding of the company union-crewed *Exxon Valdez* in Valdez, Alaska sets in motion a series of new regulations that will affect Seafarers for years to come. The Lundeberg School initiates an oil spill prevention and containment course.

1990 — Seafarers respond to the nation's call to sail materiel to U.S. troops stationed in Saudi Arabia after Iraq overruns Kuwait. The Maritime Administration breaks out the Ready Reserve Force fleet, but no SIU-crewed vessel sails short-handed. The union works with the Bush administration to keep maritime out of the world trade talks, known as the General Agreement on Tariffs and Trade (GATT).

1991 — The Persian Gulf War lasts 43 days as United Nations (UN) forces repel Iraq from Kuwait. Seafarers continue to supply troops in the region, then return the goods when the fighting is over. The action of the U.S.-flag fleet draws high praise from government and military officials. It also calls attention to the need to revitalize the fleet. Donning the union's traditional white caps, SIU members march with the U.S. armed forces in the national victory parade in Washington, D.C. On the anniversary of Paul Hall's birth, the grounds on which the Lundeberg School resides is named in memory of the late SIU president—the Paul Hall Center for Maritime Training and Education. The Seafarers Welfare Plan holds benefits conferences in each of the union's ports. The SIU, along with the other maritime unions, sues the Coast Guard to prevent the implementation of user fees for z-cards.

1992 — In testimony before Congress, the Bush administration outlines a program to revitalize the U.S.-flag merchant fleet. Seafarers crew two new cable ships, the *Global Sentinel* and the *Global Mariner*. SIU Pacific District members climb aboard the first new containerhip built in the U.S. since 1987, the *R.J. Pfeiffer*. UIW members win campaign to keep *Queen Mary* in Long Beach where they work aboard the hotel. Nearly 20 SIU-crewed vessels are deployed to Somalia to assist a U.S.-led, UN relief effort to the war-torn nation.

1993 — The House of Representatives passes a maritime revitalization bill. Negotiations for the new standard tanker and freightship agreements lift the cap on pensions for eligible Seafarers. Mariners aboard 16 Dyn Marine oil spill response vessels vote to join the SIU.

1994 — President Bill Clinton becomes the first U.S. chief executive to tour the Paul Hall Center when he attends a luncheon at the facility. Seafarers crew vessels assisting U.S. troops in Haiti, restoring democracy to the Caribbean nation. SIU members also sail to the Persian Gulf to support the nation's armed forces when Iraq threatens to invade Kuwait. Union members play an active role in oil spill clean-up operations in San Juan and Houston. The Clinton administration unveils a new maritime revitalization program. Although it passes the House, it is blocked by farm-state legislators in the Senate. Boatmen for New Orleans-based E.N. Bisso Co. vote for SIU representation. The Lundeberg School conducts EPA-approved refrigerant handling courses in each of the union's ports.

1995 — Congress passes and President Clinton signs SIU-supported legislation allowing the export of Alaskan North Slope oil as long as it is carried aboard U.S.-flag tankers. More new jobs along the rivers are created when the paddlewheel steambot *American Queen* begins sailing. The vessel is the first overnight passenger ship built in a U.S. yard in 40 years. Seafarers crew the first two Army prepositioning ships, the *SP5 Eric G. Gibson* and the *LTC Calvin P. Titus*.

1996 — Congress passes and President Clinton signs the Maritime Security Act of 1996, a 10-year, \$1 billion maritime revitalization program that will help fund approximately 50 militarily useful U.S.-flag vessels. Seafarers meet with, call and write members of Congress to express support for the nation's cabotage laws. Members ratify new five-year standard tanker and freightship agreements that include a money purchase pension plan, 100 percent medical coverage for Seafarers and their dependents, dental coverage for dependents, wage increases and much more. The Maritime Administration announces a program to build five double-hulled tankers in U.S. shipyards. SIU members will crew the ships. The SIU-crewed *American Queen* and *American Republic* carry the Olympic torch in preparation for the Atlanta games.

1997 — The Paul Hall Center overhauls its curriculum to meet the needs of Seafarers for the 21st century. The center develops and issues a Coast Guard-accepted Training Record Book to help members satisfy the requirements of the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW). The Lundeberg School launches an LNG recertification program and tanker-man (PIC) barge course. Also the steward department upgrading schedule is rewritten. Finally, the school creates an all-new nine-month unlicensed apprentice program for young men and women entering the maritime profession to replace the old trainee program. Seafarers crew the first three of eight newly built prepositioning ships to be operated by Maersk Lines. Other new jobs are provided by several reflagged vessels as well as new Crowley tractor tugs.

1998 — SIUNA and NMU announce talks under way to affiliate NMU with SIUNA. SIU-contracted Delta Queen Co. announces plans to build five coastal cruise ships beginning in 1999. Seafarers Welfare Plan initiates prescription plan that eliminates out-of-pocket expenses for qualified pensioners. SIU joins fight with other unions to stop nationwide effort to limit the ability of the labor movement to participate in political activities. Paul Hall Center breaks ground for state-of-the-art firefighting school, named in memory of the late SIU Executive Vice President Joseph Sacco.

Sea-Land Enterprise Crew Celebrates Hawaiian Style



Both Chief Steward Franchesca Rose and Captain Kenneth Fisher celebrate their birthdays on the same day—July 29. During the shipboard barbecue/luau, Capt. Fisher presents Rose with a life ring signed by the crew. In adjacent photo, Rose gives the *Sea-Land Enterprise* master a beautifully decorated birthday cake.

Chief Steward **Franchesca Rose** and her steward department were given rave reviews for a recent barbecue/luau held aboard the SIU-contracted *Sea-Land Enterprise*.

In a note from the ship's master, Kenneth Fisher, he praised the *Enterprise* crew, which he described as "top rate in all respects and certainly a credit to your union and training program at Piney Point."

The food was beautifully prepared and artistically arranged, and these facts did not go unnoticed.

Fisher continued, "In this case, the steward [who last year graduated from the steward recertification program in Piney Point] went to unbelievable lengths to show her talents and create a wonderful event that was truly enjoyed by everyone aboard. Not only does this help boost morale, which makes for a happy ship with a great atmosphere, but it also makes my job easier."

Capt. Fisher concluded, "It is reassuring to know that in these times of . . . exodus to third-world flags of convenience, the American merchant marine is still the best and certainly alive and well aboard the *Sea-Land Enterprise*."



Each table was creatively decorated by Chief Steward Rose with flowers and leaves.



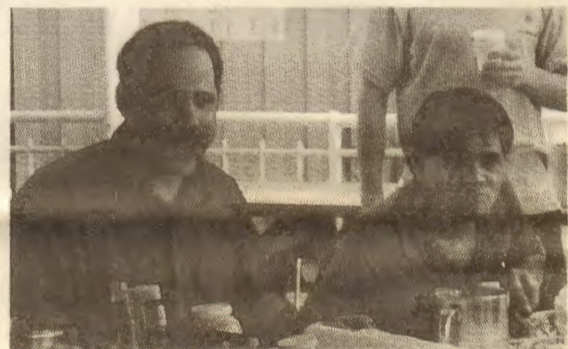
Even the pickiest of eaters would not find it difficult to find something delicious to choose from the vast selection of foods available from the grill.



Shrimp, deviled eggs, vegetables, fruit and an assortment of salads are artistically arranged for the shipboard barbecue/luau.



Crew members aboard the *Sea-Land Service* vessel reap the benefits of the culinary abilities of Chief Steward Franchesca Rose and her galley gang. Enjoying the repast are (from the left) Engine Utility Kassem Abdulla, AB Abdulhamid Musaed, Deck/Engine Utility Mohamed Shaie, AB Maintenance George Holland, Bosun Hayden Gifford, AB Maintenance Jerry Barnett and Second Mate William Redl.



Joining in on the festivities are AB Mohsin Ali (left) and Oiler Rholand Daan.

1999 Scholarship Program Ready to Accept Applications

Filling out the coupon below is the first step toward pursuing your hopes, dreams and goals for a higher level of education.

All Seafarers and their spouses and children who plan to attend college are encouraged to send away for the 1999 SIU Scholarship

Program booklet. It contains eligibility information, procedures for applying and a copy of the application form. (The program books also are available at all SIU halls).

Seven scholarships will be awarded in May 1999 to three SIU members and four depen-

dents. One of the three scholarships reserved for SIU members is in the amount of \$15,000; the other two are for \$6,000 each. The four monetary awards for spouses and dependent children are each for \$15,000.

Filling out the application form is not diffi-

cult, but it will require some time to collect all the required paperwork (including photos, birth certificates, transcripts, letters of recommendation). The entire package must then be mailed and postmarked ON or BEFORE APRIL 15, 1999.

COMPLETE THIS COUPON AND MAIL TO:
Scholarship Program
Seafarers Welfare Plan
5201 Auth Way
Camp Springs, MD 20746

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

Name _____

Member's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

10998

Titus Crew Remembers Paul Hall



The LTC Calvin P. Titus was en route from Guam to Saipan during the recent Paul Hall Day holiday. A barbecue was held aboard the Maersk Line vessel to commemorate the birth of the former SIU president. According to the ship's chairman, George Jordanides, "A good time was had by all." At left, AB Eric Overby is ready to add some ketchup to his burger.



SA Faisal Zain takes a few minutes to relax after helping set up the shipboard barbecue.



Above, Chief Cook Earl Castain masterfully mans the barbecue grill.



Above, Capt. Glenn Bond (left) and Bosun George Jordanides finish their meal while in photo at right, AB Metwally Taha enjoys some corn on the cob with DEU Ali Abdulgani.



Dispatchers' Report for Deep Sea

AUGUST 16 — SEPTEMBER 15, 1998

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	25	15	3	26	24	5	7	48	25	9
Philadelphia	3	3	2	5	5	1	2	5	4	4
Baltimore	6	7	1	10	8	1	2	8	8	1
Norfolk	12	13	4	13	12	1	4	22	15	8
Mobile	20	7	4	15	7	3	2	20	10	1
New Orleans	23	6	7	25	13	6	5	32	11	5
Jacksonville	25	13	6	23	11	7	9	48	23	8
San Francisco	18	9	1	18	8	1	2	33	14	2
Wilmington	33	13	4	23	8	6	8	45	22	9
Tacoma	31	9	3	27	15	3	11	51	9	2
Puerto Rico	15	6	7	12	2	7	6	14	5	2
Honolulu	4	6	5	4	9	2	4	10	10	8
Houston	31	16	6	26	24	6	9	39	17	8
St. Louis	2	3	2	2	3	0	1	1	1	3
Piney Point	3	9	1	5	0	2	0	5	9	0
Algonac	2	1	1	1	1	1	0	2	3	1
Totals	253	136	57	235	150	52	72	383	186	71
ENGINE DEPARTMENT										
New York	11	10	1	15	7	4	4	22	17	1
Philadelphia	3	1	1	2	0	0	1	4	1	1
Baltimore	3	2	0	6	4	2	0	3	5	1
Norfolk	6	6	2	4	11	1	2	13	7	3
Mobile	12	4	1	7	5	2	1	13	7	0
New Orleans	7	11	1	6	14	3	1	11	13	1
Jacksonville	19	5	2	13	10	6	3	27	16	8
San Francisco	6	9	0	9	6	2	2	11	12	1
Wilmington	13	4	2	8	5	2	4	14	9	5
Tacoma	9	8	2	18	11	2	7	15	8	3
Puerto Rico	7	4	2	7	3	4	0	9	5	0
Honolulu	4	3	5	1	2	6	0	10	6	4
Houston	14	9	2	15	11	1	4	19	7	4
St. Louis	1	0	0	0	0	0	0	1	1	0
Piney Point	2	4	3	2	2	1	0	4	7	2
Algonac	0	0	2	0	0	2	0	0	0	0
Totals	117	80	26	113	91	38	29	176	121	34
STEWARD DEPARTMENT										
New York	10	6	0	15	6	0	7	19	11	0
Philadelphia	3	2	1	2	2	1	0	4	1	1
Baltimore	3	2	0	3	3	0	2	3	0	0
Norfolk	13	5	2	9	5	1	2	16	6	2
Mobile	11	3	0	4	2	0	0	15	3	0
New Orleans	8	3	3	8	6	0	5	10	6	3
Jacksonville	14	7	1	13	10	1	4	30	11	1
San Francisco	22	4	1	18	3	0	8	43	7	1
Wilmington	9	4	0	12	5	0	9	27	5	0
Tacoma	17	4	0	15	0	0	6	32	9	0
Puerto Rico	2	2	0	0	2	0	0	4	2	1
Honolulu	5	6	8	9	2	6	4	15	6	8
Houston	14	3	0	9	1	0	3	16	8	0
St. Louis	1	0	0	0	1	0	0	3	0	1
Piney Point	3	4	1	3	1	0	0	3	8	4
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	135	55	17	120	49	9	50	240	83	22
ENTRY DEPARTMENT										
New York	4	21	10	3	26	9	0	11	34	29
Philadelphia	0	2	0	0	2	3	0	0	6	1
Baltimore	2	4	0	2	2	1	0	0	3	1
Norfolk	4	8	8	2	6	10	0	4	17	17
Mobile	2	9	1	0	7	1	0	3	12	3
New Orleans	1	8	6	4	11	6	0	3	10	13
Jacksonville	3	21	6	4	12	7	0	6	25	10
San Francisco	12	18	4	6	20	2	0	18	21	6
Wilmington	4	13	5	3	8	3	0	11	20	10
Tacoma	8	9	2	7	16	2	0	17	15	4
Puerto Rico	9	3	3	1	3	3	0	10	4	4
Honolulu	9	37	63	3	22	51	0	13	49	91
Houston	1	8	5	1	10	6	0	1	12	7
St. Louis	0	2	1	0	1	1	0	0	2	1
Piney Point	0	14	13	0	12	10	0	2	17	23
Algonac	1	0	1	0	1	1	0	1	1	1
Totals	60	177	128	36	159	116	0	100	248	221
Totals All Departments	565	448	228	504	449	215	151	899	638	348

**"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.

November & December 1998 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney PointMonday: November 2, December 7
 AlgonacFriday: November 6, December 11
 BaltimoreThursday: November 5, December 10
 DuluthThursday, November 12*
 *change created by Veterans Day holiday
 Wednesday: December 16
 HonoluluFriday: November 13, December 18
 HoustonMonday: November 9, December 14
 JacksonvilleThursday: November 5, December 10
 Jersey CityWednesday: November 18, December 23
 MobileThursday, November 12*
 *change created by Veterans Day holiday
 Wednesday, December 16
 New BedfordTuesday: November 17, December 22
 New OrleansTuesday: November 10, December 15
 New YorkTuesday: November 3, December 8
 NorfolkThursday: November 5, December 10
 PhiladelphiaWednesday: November 4, December 9
 San FranciscoThursday: November 12, December 17
 San JuanThursday: November 5, December 10
 St. LouisFriday: November 13, December 18
 TacomaFriday: November 20
 Monday: December 27*
 *change created by Christmas holiday
 WilmingtonMonday, November 16, December 21

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

Personals

ALFRED DEAGRO

Please get in touch with Ms. Reynolds at (703) 902-9513.

MICHAEL G. FUTRELL

Anyone knowing the whereabouts of Michael G. Futrell is asked to contact his parents at (314) 353-6535.

"Michael, if you are safe, please call home. It's been 28 months since your parents have heard from you."

ROBERT CHRISTOPHER HYLAND

Please contact your son, William Hyland, at 7143 East Baltimore Street, Baltimore, MD 21224.

DONALD FRANCES PETERSON

Anyone with information on Donald Frances Peterson, born in 1935 and sailed in the engine department from California, please contact his daughter, Michael Peterson, at 3990 Schiff Drive, Las Vegas, NV 89103.

CHARLES LUCAS and MYLES WARD

Veteran Seafarer John "Hank" E. Helman is looking for a couple of his old shipmates, Charles Lucas and Myles Ward. Helman's last contact with Lucas was in 1946, when Lucas was third mate on a tanker and lived in Queens, N.Y. He last heard from Ward, who lived in Brooklyn, in 1941. Anyone knowing the whereabouts of either of the men, please contact John E. Helman at 4 Churm Street, Hamilton Hill, 6163, Western Australia.

Notice

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.

**Seafarers International Union
Directory**

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

Roy A. "Buck" Mercer
Vice President Government Services

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

Nick Marrone
Vice President West Coast



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

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

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

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

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

HONOLULU
606 Kalihii 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) 435-0424

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

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

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

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

Dispatchers' Report for Great Lakes

AUGUST 16 — SEPTEMBER 15, 1998

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	33	12	0	15	5	0	18	7
ENGINE DEPARTMENT									
Algonac	0	20	7	0	14	4	0	6	3
STEWARD DEPARTMENT									
Algonac	0	5	4	0	3	0	0	2	4
ENTRY DEPARTMENT									
Algonac	0	20	25	0	13	11	0	7	14
Totals All Depts	0	78	48	0	45	20	0	33	28

*"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

AUGUST 16 — SEPTEMBER 15, 1998

Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	4	1	6	2	0	7	6	0	19
Lakes, Inland Waters	21	0	0	12	0	0	36	0	0
West Coast	3	2	2	8	2	2	6	3	9
Totals	28	3	8	22	2	9	48	3	28
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	1	1	0	0	1	0	0	3
Lakes, Inland Waters	18	0	0	12	0	0	11	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	18	1	1	12	0	1	11	0	3
STEWARD DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	14	0	0	4	0	0	15	0	0
West Coast	0	0	3	0	0	0	0	0	3
Totals	14	0	3	4	0	0	15	0	3
Totals All Depts	60	4	12	38	2	10	74	3	34

*"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

In its 60-year history, the SIU has been involved in many marches for a variety of causes across the country. This photograph, taken in 1957, shows Seafarers displaying their colors during the annual Labor Day parade in New York City. The unique feature of this picture is the three members marching side by side in the front row. From right to left are Joe DiGiorgio, John Fay and Al Kerr, all of whom served the SIU as secretary-treasurer.

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.

Among the 13 Seafarers joining the ranks of pensioners this month is Recertified Bosun **Tony Martinez**.

Brother Martinez has been sailing in the deck department aboard SIU-crewed ships for 28 years. During his career, he upgraded several times, including in 1979 when he graduated from the bosun recertification course. This is the highest level of training offered to members of the deck department at the Lundeberg School in Piney Point, Md.

Including Brother Martinez, 11 of those signing off sailed in the deep sea division; one worked aboard inland waterways vessels and one shipped on the Great Lakes.

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

DEEP SEA



GEORGE F. ALLEN, 55, graduated from the entry level training program at the Harry Lundeberg School of Seamanship in 1967 and joined the Seafarers in the port of Mobile, Ala. His first ship was the *SS Delaware*, operated by Bulk Transport. He sailed in the deck department and frequently upgraded at Piney Point. During his career, he also sailed aboard inland vessels. Prior to joining the SIU, Brother Allen served in the U.S. Army from 1959 to 1965. He last sailed in 1997 aboard the *Overseas Joyce*. He makes his home in Robertsdale, Ala.

ALONZO B. COLEMAN, 65, first sailed with the SIU in 1967 aboard the *Minor Victory*. Born in Louisiana, he worked in the steward department, last sailing as a chief cook aboard the *Connecticut*. From 1954 to 1955, he served in the U.S. Army. Brother Coleman has retired to Carson, Calif.



LEON F. FOUNTAIN, 54, graduated from the entry level training program at the Andrew Furuseth Training School in 1963 and joined the Seafarers in the port of New York. He first shipped out on the *SS Santa Emilia*. A native of Baltimore, Brother Fountain worked in the engine department and upgraded at the Lundeberg

School. He signed off the *Great Land*, operated by InterOcean Uglund Management Corp. Brother Fountain resides in Lakewood, Wash.



GARZA GUADA-LUPE, 66, started his career with the SIU in 1960 in his native Houston. He first sailed in

the steward department as a messman aboard the *Del Santos*. He later transferred to the engine department and upgraded his skills at the Lundeberg School. Prior to his retirement, he signed off the *Mt. Vernon*, operated by Bay Ship Management. Brother Garza makes his home in Houston.

JAMES W. GLADNEY, 54, first sailed with the Seafarers in 1967 from the port of Baltimore. He worked as a messman utility aboard his first ship, the *Baylor Victory*, operated by Victory Carriers. The Maryland native worked in the steward department, last sailing aboard the *USNS Capella*, a Bay Ship Management vessel. Brother Gladney also served in the U.S. Army from 1949 to 1950. He has retired to Woodstock, Md.



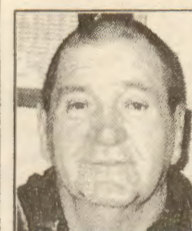
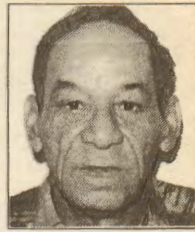
ARNO E. LARSON, 82, started his career with the SIU in 1948 in the port of New York. He first sailed aboard the

Robin Kirk, operated by Moore McCormack. Born in South Carolina, he worked in the steward department and signed off the *Manhattan*, a Manhattan Tankers vessel. Brother Larson makes his home in Long Beach, Calif.

LUIS A. MALAVE, 65, began sailing with the Seafarers in 1968 in New York aboard the *Robin Locksley*, a Robin Lines vessel. Born in Puerto Rico, he sailed in the deck department and upgraded at the Lundeberg School. Brother Malave last sailed as an AB in 1997 aboard the *Sea-Land Motivator*, a Sea-Land Service vessel. He has retired to Guayama, P.R.

TONY "POPEYE" MARTINEZ, 67, started his career with the SIU in 1970 from the port of New York. Born in Puerto

Rico, he sailed in the deck department and frequently upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1979. Brother Martinez last sailed aboard the *OOCL Inspiration*, a Sea-Land Service vessel. The U.S. Army veteran (1953 to 1955) calls Richmond Hill, N.Y. home.



KENNETH RILEY, 63, joined the Seafarers in 1967 in the port of New York. A native of New Jersey, he sailed in

the deck department. From 1952 to 1956, he served in the U.S. Navy. Brother Riley makes his home in Jacksonville, Fla.

JOSE E. RODRIGUEZ, 65, graduated from the Andrew Furuseth Training School in 1961 and joined the SIU in the port of New York. Born in Puerto Rico, he sailed in the engine department. During his career, he was active in union organizing drives. Brother Rodriguez has retired to Brooklyn, N.Y.

SAMUEL L. WARREN, 65, joined the Seafarers in 1951 in the port of Norfolk, Va. The Virginia native started out in

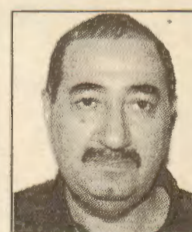


the steward department and later transferred to the engine department. Brother Warren makes his home in Chesapeake, Va.

INLAND

ROY L. BISHOP, 62, began sailing aboard National Marine Service vessels in 1957. He joined the SIU in the port of Houston. Boatman Bishop last sailed in 1979 and retired to Freeport, Fla.

GREAT LAKES



MOHAMAD S. SHARIAN, 60, joined the Seafarers in 1964 in the port of Detroit. Born in Yemen, he sailed in the engine department and upgraded his skills at the Lundeberg School. Brother Sharian makes his home in Dearborn, Mich.

Holiday Issue of LOG to Feature Personal Greetings

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

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

- PRINT or TYPE (in 25 words or less) the message in the space provided. Photographs also are welcome.
- Be sure your greeting is in the holiday spirit.
- Do not send more than three entries per person. (This form may be reproduced.)
- Be sure to include your name as well as the name of the person to whom you are sending the greeting. (Your name is necessary since the notices are listed alphabetically by the sender's last name.)
- The holiday greetings must be received no later than Monday, November 16, 1998.
- Send your entries to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. You also may FAX copies directly to the *LOG* at (301) 702-4407.

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

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

HOLIDAY MESSAGE
(Please Print)

10/98

To: _____

From: _____

Sender's Telephone Number: _____

Message: _____

Check the block which describes your status with the SIU:

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

Other: _____

ATTENTION SEAFARERS
POLITICS
IS PORKCHIPS
CONTRIBUTE TO SPAD TODAY

Final Departures

DEEP SEA

JAMES J. ADAMS



Pensioner James J. Adams, 81, passed away July 6. A native of Louisiana, he joined the Seafarers in November 1938 in the port of

New Orleans as a charter member of the union. During his career, he sailed in the engine department and was active in union organizing drives. A resident of New Orleans, Brother Adams began receiving his pension in January 1976.

ARSENIO AGBAYANI

Arsenio Agbayani, 63, died May 1. Born in the Philippines, he began his career with the SIU in 1988, sailing aboard the *S.S. Constitution*, operated by American Hawaii Cruises. Brother Agbayani sailed in the steward department and was a resident of Manila.

ISAAC Z. AGUILA

Isaac Z. Aguila, 87, passed away May 17. He began his career with the Seafarers in 1958 in the port of New York. His first ship was the *Beauregard*, a Sea-Land Service vessel. Born in the Philippines, he worked as a chief electrician. He was a veteran of World War II, having served in the U.S. Army from 1942 to 1949. Brother Aguila last sailed with the union in 1987.

JOSEPH A. ALVES



Pensioner Joseph A. Alves, 74, died July 9. Brother Alves joined the SIU in 1941 in the port of Boston. A native of Massachusetts, he sailed in the engine department. He was a resident of Hayward, Calif., and started receiving his pension in May 1989.

JOSE J. BARBIETO

Pensioner Jose J. Barbieto, 85, passed away July 2. Born in the Philippines, he joined the Marine Cooks & Stewards (MC&S) in 1946 in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Barbieto retired in August 1974. He was a resident of Vallejo, Calif.

NICHOLAS BECHLIVANIS



Pensioner Nicholas Bechlivanis, 80, died June 10. A native of Greece, he began his career with the Seafarers in the port of New

York in 1947. He sailed in the deck department and upgraded at the Lundeberg School in Piny Point, Md., where he graduated from the bosun recertification program in 1974. A resident of Greece, Brother Bechlivanis began receiving his pension in December 1976.

MICHEL BILLO



Pensioner Michel Billo, 71, passed away July 1. Brother Billo first sailed with the SIU in 1951 from the port of New Orleans. His first ship was

the *Desoto*, a Waterman Steamship vessel. A native of Louisiana, he sailed as a member of the steward department. From 1952 to 1954, he served in the U.S. Army. Brother Billo, who resided in Violet, La., retired in March 1988.

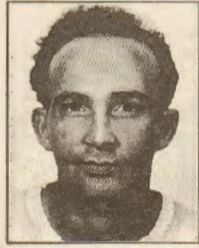
ISAAC VEGA BROWN



Pensioner Isaac Vega Brown, 73, died July 22. He joined the Seafarers in the port of New York in 1943. Born in Puerto Rico, he sailed in the deck

department. A resident of Ponce, P.R., he began receiving his pension in August 1987.

RUDY R. CEFARATTI



Pensioner Rudy R. Cefaratti, 71, passed away June 18. Born in Connecticut, he started his career with the SIU in 1945 in the port of New

York. During his career, he sailed in the engine department and upgraded his skills at the Lundeberg School. From 1946 to 1947, he served in the U.S. Army. Brother Cefaratti retired in December 1989. He was a resident of Crosby, Texas.

SIMON B. CZESLOWSKI



Pensioner Simon B. Czeslowski, 75, died June 22. A native of New York, he joined the Seafarers in 1944 in the port of Philadelphia. Brother

Czeslowski worked in the engine department, last sailing aboard the *Sea-Land Leader*. He served in the U.S. Army from 1945 to 1946. A resident of Harrison, N.J., he started receiving his pension in September 1984.

ROBERT W. DELMONT



Pensioner Robert W. Delmont, 71, passed away June 29. Born in Maryland, he began sailing with the SIU in 1951 from the port of

Baltimore. During his career, he also sailed on inland vessels. From 1946 to 1949, he served in the U.S. Coast Guard. Brother Delmont, who resided in Houston, retired in January 1988.

DANIEL J. DeMARCO



Pensioner Daniel J. DeMarco, 70, died July 15. Brother DeMarco joined the Seafarers in the port of New York in 1951. The New York

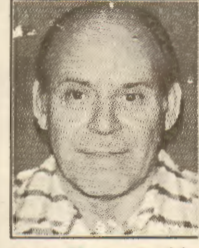
native sailed in the engine department and was active in union organizing drives. From 1945 to 1947, he served in the U.S. Army. A resident of Brooklyn, N.Y., Brother DeMarco began receiving his pension in August 1991.

HARRY E. DIVESTEIN

Pensioner Harry E. Divestein, 78, passed away June 7. He graduated from the MC&S training school and

joined the MC&S in the port of Portland, Ore., before that union merged with the SIU's AGLIWD. A native of Oregon, he last sailed as a chief steward. He was a veteran of World War II, having served in the U.S. Army from 1940 to 1945. Brother Divestein was a resident of Lake Oswego, Ore. and retired in January 1982.

WILLIAM J. DOAK



Pensioner William J. Doak, 77, died June 21. Brother Doak started his career with the Seafarers in 1945 in his native New

York. He worked in the deck department and was active in union organizing drives. Prior to his retirement in October 1983, he signed off the *San Juan*, a Sea-Land Service vessel. The World War II veteran served in the U.S. Navy from 1938 to 1943. Brother Doak was a resident of Santurce, P.R.

EUGENE "RED" FLANAGAN



Pensioner Eugene "Red" Flanagan, 81, passed away June 25. Born in Louisiana, he started his career with the SIU in 1956 in the port of New

Orleans. Brother Flanagan sailed as a member of the engine department. A resident of New Orleans, he began receiving his pension in November 1982.

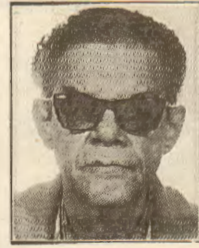
JACKSON FONG



Pensioner Jackson Fong, 72, died June 29. He joined the Seafarers in 1953 in his native New York. He sailed in the steward

department and was active in union organizing drives. Brother Fong last sailed aboard the *Long Lines*, operated by Transoceanic Cable Ship Co. He was a resident of New York and retired in April 1991.

ROBERT K. GOODNICK



Pensioner Robert K. Goodnick, 71, passed away June 27. A native of Illinois, he started his career with the SIU in 1946 in

the port of New York. Brother Goodnick sailed in the engine department and upgraded his skills at the Lundeberg School. Prior to his retirement in January 1982, he sailed aboard the *Atlantic*, operated by InterOcean Management. From 1955 to 1957, he served in the U.S. Army. Brother Goodnick was a resident of Baytown, Texas.

ROBERT H. GUIBERSON



Pensioner Robert H. Guiberson, 82, died June 11. Brother Guiberson joined the Seafarers in 1944 in the port of New York. A

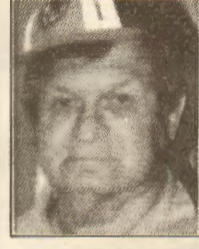
native of Connecticut, he worked in the deck department, last sailing aboard the *Santa Lucia*, a Delta

Steamship Line vessel. During his career, he was active in union organizing drives. A resident of New Britain, Conn., he began receiving his pension in July 1981.

ALCADIO T. HERNANDEZ

Pensioner Alcadio T. Hernandez, 72, passed away June 15. Born in Oklahoma, he began his career with the SIU in 1957. Brother Hernandez sailed as a member of the deck department and retired in October 1991. He was a resident of Houston.

WILLIAM T. HIGGS



Pensioner William T. Higgs, 70, died July 1. A native of Georgia, he started sailing with the Seafarers in 1960 in the port of Baltimore.

Brother Higgs worked in the steward department and upgraded his skills at the Lundeberg School, where he graduated from the steward recertification program in 1982. During the World War II years of 1942 to 1948, he served in the U.S. Navy. He was a resident of Georgia and began receiving his pension in January 1986.

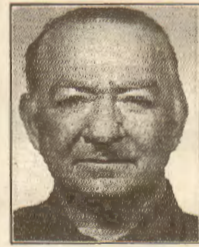
EDSEL M. JOHNS

Pensioner Edsel M. Johns, 75, passed away July 8. Brother Johns joined the MC&S in 1941 in the port of Seattle, before that union merged with the SIU's AGLIWD. The Washington native, who made his home in Auburn, Wash., retired in August 1969.

CLAUDE N. JOHNSON

Pensioner Claude N. Johnson, 71, died July 31. He joined the Seafarers in 1945 in the port of New Orleans. A native of Cleveland, Tenn., he sailed in the steward department and upgraded his skills at the Lundeberg School, where he graduated from the steward recertification program in 1982. Brother Johnson last sailed aboard the *Dynachem*. He was a resident of Lucedale, Miss. and retired in September 1991.

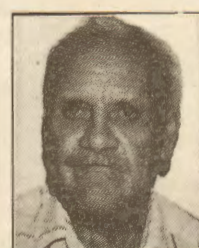
CHARLES L. JOHNSTON



Pensioner Charles L. Johnston, 81, passed away June 16. A native of Maryland, he started his career with the SIU in 1951 in

the port of New York aboard the *Jefferson City Victory*. Brother Johnston sailed in the steward department and upgraded his skills at the Lundeberg School. During his career, he was active in union organizing drives and began receiving his pension in April 1982. From 1943 to 1945, he served in the U.S. Navy. Brother Johnston was a resident of Millington, Md.

CARMELO MURPHY



Pensioner Carmelo Murphy, 71, died August 11. Born in Puerto Rico, he first sailed with the Seafarers in 1946 aboard the *Bell Ringer*.

Brother Murphy worked in the steward department, last sailing in 1990 aboard the *Falcon Princess*, operated by Seahawk Management, Inc. A resident of Houston, he retired in June 1992.

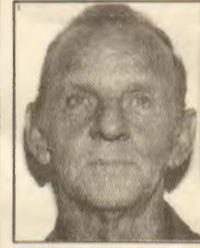
THOMAS A. PRADAT



Pensioner Thomas A. Pradat, 87, passed away June 24. Brother Pradat joined the SIU as a charter member of the union in 1939

in the port of New Orleans. The Louisiana native sailed in the deck department and was active in union organizing drives. He was a resident of Jefferson, La. and began receiving his pension in February 1976.

ARNOLD F. REHM



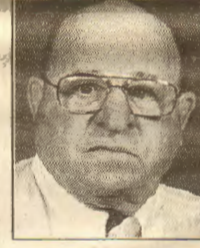
Arnold F. Rehm, 73, died June 26. He started his career with the Seafarers in 1952 in the port of New Orleans. A native of Louisiana, he

sailed in the engine department. He was a veteran of World War II, having served in the U.S. Army from 1943 to 1945. Brother Rehm retired in September 1984.

DIEGO RODRIGUEZ

Pensioner Diego Rodriguez, 57, passed away June 4. Brother Rodriguez joined the MC&S in 1963 in the port of Wilmington, Calif., before that union merged with the SIU's AGLIWD. The New York native served in the U.S. Air Force from 1959 to 1960. He was a resident of Wilmington, Calif. and began receiving his pension in December 1983.

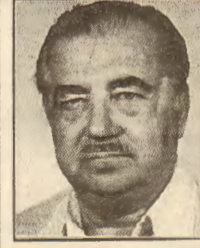
EDWARD J. ROGG



Pensioner Edward J. Rogg, 76, died June 19. A native of Kentucky, he began sailing with the Seafarers during World War II as

a member of the deck department. He sailed aboard vessels supplying munitions from the United States to northern Russian ports above the Arctic Circle and aboard vessels during the D-Day invasion, the Korean War and Vietnam. Brother Rogg received two medals from the Russian government honoring American veterans who participated in the Allied convoys carrying supplies to the ports of Murmansk and Archangel. A resident of Dayton, Ky., he retired in September 1976.

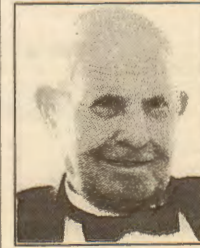
LEONARD RUSSI



Pensioner Leonard Russi, 78, passed away June 25. Born in Connecticut, he joined the SIU in 1948 in the port of Baltimore. He worked in the

steward department, last sailing as a chief cook. Brother Russi, who was a resident of Reno, Nev., retired in March 1985.

JOHN E. SANDERS



Pensioner John E. Sanders, 79, died July 9, 1998. A native of Illinois, he started his career with the Seafarers in 1941 in the port of Miami, Fla.

Continued on page 21

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.

COAST RANGE (Crowley Petroleum), July 31—Chairman **Jeff B. Turkus**, Secretary **W. Owens**, Educational Director **Alex Resendez**, Deck Delegate **Cal Patts**, Steward Delegate **Robert Gilliam**. Educational director stressed importance of attending upgrading courses at Lundeberg School in Piney Point, Md. No beefs or disputed OT reported. Next ports: San Pedro and San Francisco, Calif.

HMI PETROCHEM (Hvide Marine), July 20—Chairman **Calvin M. Miles**, Secretary **Catherine M. Hays**, Educational Director **H. Berger**, Deck Delegate **Richard Berrot**, Engine Delegate **Jamie Hernandez**, Steward Delegate **Martin Qader**. Payoff scheduled for July 31. No beefs or disputed OT reported. Thanks given to steward department for job well done. Vote of appreciation also given to entire crew for keeping messhall and decks clean and grease-free. Next port: Corpus Christi, Texas.

JEB STUART (Waterman Steamship), July 26—Chairman **Thomas Temple**, Secretary **William Williams**, Educational Director **Faustino Perira**, Deck Delegate **Desiree Crockett**, Engine Delegate **Joe Martin**, Steward Delegate **Mario Henriquez**. Crew members informed new TV and VCR scheduled to arrive by end of next month. Chairman relayed information that AMC flight to Diego Garcia will arrive every two weeks until further notice. He also reminded everyone to apply for Training Record Books (TRBs) by August 1. He noted TRBs are free but members will be charged for replacement books, should original be lost. Secretary stated frozen milk will sometimes be used if plane bringing fresh milk does not arrive on time. For this reason, if crew members see a past date on milk, they should check it before throwing it out. No beefs or disputed OT reported. Communications received aboard ship regarding Anthrax vaccine. Brother **George Allen** will retire after this voyage. Crew congratulated him and presented him with parting gifts. Next port: Diego Garcia.

LNG LEO (Energy Transportation Corp.), July 5—Chairman **C. H. Kahl**, Secretary **Henry Jones Jr.**, Educational Director **George Henderson**, Deck Delegate **William Soto Jr.**, Engine Delegate **David Vega**, Steward Delegate **Amy Rippel**. Educational director told crew to check at union halls to find out what they need to do to be up-to-date with STCW endorsements and TRBs. He also stressed importance of attending upgrading courses at Paul Hall Center. Treasurer announced \$1,539 in ship's fund and \$436.87 in communication fund. No beefs or disputed OT reported. Steward department thanked for good food; rest of crew given vote of appreciation for helping keep recreational areas clean. Next ports: Arun, Indonesia and Himeji, Japan.

PAUL BUCK (Ocean Carriers), July 28—Chairman **John Konetes**, Deck Delegate **Robert K. Hamilton**, Engine Delegate **Lionel Lee**, Steward Delegate **Adolphus Young**. Chairman announced TRBs being collected for captain's notations. Educational director recommended members upgrade skills at Piney Point. No beefs or disputed OT reported. Clarification requested on vacation scale and present pay status for T-5 tankers. Next port: Ferndale, Wash.

PFG EUGENE A. OREGON (Waterman Steamship), July 15—Chairman **Henry Bouganim**, Secretary **Patrick D. Helton**, Deck Delegate **Charles Fricella**, Engine Delegate **Ron Luckas**, Steward Delegate **Rudolph Xatruch**. Chairman discussed articles in most recent LOG and reminded crew members to get TRBs by August 1. Educational director urged Seafarers to attend Lundeberg School classes whenever possible. No beefs or disputed OT reported. Thanks extended to steward department for great meals and keeping living areas clean. Deck department given vote of thanks for maintaining exterior of vessel.

SEA-LAND INDEPENDENCE (Sea-Land Service), July 26—Chairman **John S. Bertolino**, Secretary **J.S. Smith**, Educational Director **Randall C. Firestine**.

Chairman informed crew that reliefs have been called for everyone requesting such. He thanked crew for cooperation in making this trip a pleasant one. Educational director suggested members getting off should try and attend upgrading courses at Piney Point. No beefs or disputed OT reported. Discussion held on articles in *Seafarers LOG* concerning IMO and night watchstanding. Steward department thanked for very good job.

SEA-LAND INTEGRITY (Sea-Land Service), July 5—Chairman **Domingo Leon Jr.**, Secretary **Franklyn Cordero**, Educational Director **Dennis A. Baker**, Engine Delegate **Richard Daisley**, Steward Delegate **Thomas W. Milovich**. Crew members advised to obtain TRBs and check that they have recent tetanus shot in order to prevent loss of job from unwanted illness. Chairman reminded everyone of need to separate plastic items from regular trash and to further separate pressurized cans which might burst and cause injury. He warned them to "think safety." Secretary noted dry-docking in Hamburg went smoothly and thanked galley gang for fine job during that period. Educational director urged everyone to take advantage of educational facilities at Lundeberg School. No beefs or disputed OT reported. Discussion held on issue of solo watches. All were in agreement that it would be a sad day for maritime industry professionals to see destruction of environment as well as human lives if solo watches were mandated as is done on runaway-flag ships. Next port: Elizabeth, N.J.

SEA-LAND VOYAGER (Sea-Land Service), July 30—Chairman **S.R. Garay**, Secretary **Thomas Wybo**, Educational Director **Baldev Singh**, Deck Delegate **Richard Volkart**, Engine Delegate **A.G. Lane**, Steward Delegate **A. Fachini**. Chairman reminded crew that TRBs in effect as of August 1. He informed members that advanced firefighting and government vessels courses are available at Piney Point. Secretary recommended everyone read LOG, especially president's report on page 2. He informed crew members that big business is outspending labor 11 to 1—and that job security is one more reason to contribute to SPAD. Some beefs and disputed OT reported in deck and steward departments. None in engine department. Request made to have crew laundry deck repaired and painted. Next ports: Long Beach, Calif.; Miami, Fla.; Charleston, S.C.; San Juan, P.R.

SGT MATEJ KOCAK (Waterman Steamship), July 12—Chairman **Earl N. Gray Jr.**, Secretary **Dawn Coutermash**, Educational Director **H. Charles Chancey**. Bosun discussed launch schedule for Klaipeda, Lithuania. Secretary noted 45 additional Navy personnel were aboard ship for "Baltic Challenge '98" and 35 more to embark in Tallin, Estonia. Educational director suggested crew members use time off to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Crew thanked steward department for exceptional job. Following stops in Klaipeda and Tallin, ship expected to pay off in Souda Bay, Crete.

USNS SHUGHART (Bay Ship Management), July 28—Chairman **Dale W. Kirsch Jr.**, Secretary **Toyo Gonzales**, Educational Director **Richard Larsen**, Deck Delegate **William Tripp**, Engine Delegate **Kurt Jacobsen**. Communications from headquarters posted on bulletin board,

including announcement of required Anthrax shots. Crew members requested additional information on side effects and long-term effects from Anthrax vaccine. Educational director stressed importance of attending classes at Piney Point to upgrade skills. Treasurer announced \$112.15 in ship's fund. No beefs or disputed OT reported. Vote of thanks to Chief Cook **Larry Jolla** and his galley gang for job well done. Next port: Dubai, UAE.

USNS SODERMAN (Bay Ship Management), July 26—Chairman **Klaus W. Tankersley**. Chairman noted all went well during trip with no report of beefs or disputed

noted he will be missed and wished him the best.

OSPREY (Osprey-Acomarit), August 9—Chairman **Robert Lindsay Jr.**, Secretary **Felipe Orlanda**, Educational Director **Wilbur L. Ensminger**, Deck Delegate **Duane R. Costello**, Engine Delegate **Michael G. McGlone**, Steward Delegate **José Guzman**. Chairman announced payoff to be held August 11 in port of Wilmington, N.C. Ship expected to remain at dock approximately two weeks for minor repairs. No layoffs expected. Educational director spoke of importance of upgrading at Paul Hall Center. Clarification requested regarding

Keeping a Clean Galley



While en route from Valdez, Alaska to Anacortes, Wash., members of the steward department aboard the *Overseas Washington* show off their spotless galley. From the left are Chief Cook **Carlton Griffin**, Chief Steward **Alphonso Davis** and Steward Assistant **Chris A. Amigable**.

OT. All hands urged to clean rooms before signing off and attend upgrading classes at Paul Hall Center when possible. Treasurer announced \$169 in ship's fund. Report read from captain that Anthrax shots will be given to those continuing voyage. Ship's crew to get pay raise effective August 1. Clarification requested regarding OT rates of pay. Crew asked for new TV antenna, weight scale and barbecue grill.

CLEVELAND (Sealift, Inc.), August 2—Chairman **Fareed A. Khan**, Secretary **Miguel E. Vinca**, Educational Director **Dennis Swords**, Deck Delegate **David J. Garoutte**, Engine Delegate **Lenzy Barney Jr.**, Steward Delegate **Donald Sneed**. Chairman praised crew for jobs well done. Educational director reminded crew members to take advantage of Piney Point facilities to upgrade skills. No beefs or disputed OT reported. Next port: Houston.

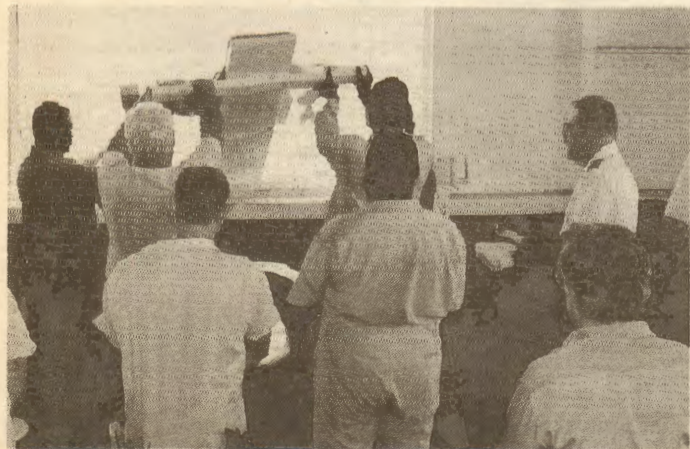
LIBERTY STAR (Liberty Maritime), August 2—Chairman **Hugo P. Dermody**, Secretary **Henry Jones Jr.**, Deck Delegate **Willie Chestnutt**, Steward Delegate **Joe Clark**. Chairman reminded crew members to wear safety gear when working on deck. He announced ship due in port of New Orleans August 5 and will lay up for 10-12 days. He also reminded Seafarers that they have finest school in country and should avail themselves of it. Secretary asked everyone to make sure all trash is removed from rooms before disembarking and that dirty linen be placed in bags in passageways for collection. He stressed need to get TRBs by August 1 in order to continue sailing. Educational director asked that all books and films be returned by arrival time. Disputed OT reported in deck department. No beefs or disputed OT reported by engine or steward departments. Thanks given to steward department for job well done. Brother **Jones** retiring after this trip. All

watchstanders put on day work. No disputed OT in all three departments. Crew asked that sailing board be more accurate. Also requested shore passes be made available as soon as possible. Vote of thanks given to steward department for job well done. Crew agreed that new fire fighting school at Piney Point will be good and agreed with trustees on naming it after **Joe Sacco**.

OVERSEAS WASHINGTON (Maritime Overseas), August 4—Chairman **Rudy Santo**, Secretary **Alphonso Davis**. Secretary noted ship in good shape (see photo above). He advised crew members to upgrade skills at Lundeberg School and told them to keep up good work. No beefs or disputed OT reported by department delegates. Next port: Anacortes, Wash.

SEA-LAND PERFORMANCE (Sea-Land Service), August 20—Chairman **Jimmie Scheck**, Secretary **Edward M. Collins**, Educational Director **Michael Martykan**. Chairman reminded crew to apply for TRBs and STCW certificates. He also announced opening of new fire fighting school at Piney Point in early 1999. Those Seafarers who sailed on vessels deployed to Persian Gulf during recent military buildup are eligible for imminent danger pay, according to U.S. Military Sealift Command. Secretary thanked Brother **Frank Thompson** for watermelons and food he donated for cookout. Educational director reminded crew to practice safety at all times, especially in engine room and on deck. He also urged crew members to take advantage of educational opportunities at Paul Hall Center. No beefs or disputed OT reported. Crew asked contracts department to look into lowering time at sea needed for vacations. Vote of thanks given to steward department for job well done. Burial ceremony for Brother **Loyal E. Joseph** held aboard ship (see photo at left.). Next port: Jacksonville, Fla.

Burial at Sea for Brother Loyal Joseph



Crew members take part in a burial ceremony at sea for Pensioner **Loyal E. Joseph** from aboard the *Sea-Land Performance*. Brother Joseph, who joined the SIU in 1955 in the port of New York, began receiving his pension in 1971. He died May 18 at the age of 79.

MODERN SHIPHANDLING - Part II: Henry Gamp Talks About Current Trends in Tug Design

Editor's note: Henry W. Gamp has been a member of the SIU since 1974. He holds an ocean masters license for 1600 tons, unlimited inland masters license and considerable unlimited first class pilotage. He also has worked as a shipdocking pilot and tugboat captain for many years. It was from this extensive experience that Gamp wrote "Modern Shiphandling" in 1980. He currently is employed as chief mate on Penn Maritime's ATB Eliza/Atlantic.

Part I of "Modern Shiphandling" appeared in the August 1998 Seafarers LOG. The conclusion follows:

The height of most ships' freeboards is greater today than in years past. Car carriers and high-sided containerships are particularly challenging to the docking pilot in the wind; they present the wind with much surface area to act upon. Such ships have a tremendous desire to sail to leeward, which accelerates with shallower drafts. The pilot handling these ships in wind also finds them difficult to turn. This is compounded when tugboats cannot be placed to exert good leverage.

High-sided ships create other problems by increasing the vertical lead and length of the tugboat's lines. When the pilot orders a tug ahead, there is no loss of power as the springline merely holds the tug's bow from sliding. The point where the bow fender contacts the ship is where the force is applied. However, when the tugboat is 'backed,' it is quite another story, unless the ship's chock is approximately the same height as the tug's bow. The higher the lines when backed, the less horizontal thrust is delivered, and the vertical component increases—which is lost power. When working two lines on a ship's bow, as during a docking operation, longer leads will stretch more. The tug will fall alongside when backed, thereby diminishing her lifting effect.

It is my feeling that ship designers do not understand shiphandling techniques or the needs of the shipdocking pilot. Therefore, when determining where to place chocks, they approach the subject solely from the standpoint of safely mooring the vessel alongside a pier. There seems to be a tendency to build ships with fewer chocks today, at times substituting them with crucifix bits, padeyes or nothing in their place. It is essential that a tugboat has a good hold on the ship to do the job well. It appears to be false economy to save money on chocks and bits only to spend it on damage repairs.

Propulsion systems cause much anxiety for the docking pilot. The variable pitch propeller is probably the most troublesome. Most ships will either slip ahead or astern when placed in neutral, and the water around

the stern becomes confused with the propeller always turning over. The ship has a tendency to back to starboard, not to port. Special care must be exercised when handling stemlines to keep them away from the screw. Gas turbines are challenging as well. Their reaction time is slow, and if the ship is carrying much headway, they need time to take it off. It must be anticipated when to stop ahead of time as they continue to spin over awhile after being stopped.

The very fact that ships are large today is a problem. The practical effect is to make channels, bends, turning basins, anchorages, berths, underwater clearances, tugboats, etc., all seem smaller. Vessel size is quickly reaching the limit that U.S. ports can accommodate. Without dredging to increase

and progressively decrease as they proceed forward—or build the bridges higher to ensure a clear view under the bow.

The bow thruster is a useful tool for the docking pilot because it's like a built-in tug to control the ship's bow. In situations where the ship's bow cannot be played with one line due to a bulbous bow, flare too great to make a tug fast, or holding a line from the tug's side bits to the ship's shoulder will not lift the bow, that makes the use of a tug impractical. In cases of light wind, a single tug can be placed on the outboard stern-quarter to control the stern. The bow thruster simultaneously holds the bow in check. If the ship is also equipped with a stern thruster, the tugboat can be dispensed with altogether. Several words of caution—as with any piece of

The best solution is to build the ship with several recessed bits, one above the other several feet apart to accommodate normal changes in draft. The tug can avail herself of whichever one aligns best with her bow. By placing these hull bits on the forward shoulders, after-quarters and stern centerline, the tug's hold on numerous ships would be immensely improved, thereby facilitating shiphandling operations. The American Bureau of Shipping and other classification societies need to ensure standardization in positioning bits, chocks, recessed bits, etc. The guidelines should take the following into account: safe tugboat placement, maximum leverage obtainable, changes in draft, number of chocks in proportion to length and space between chocks.

back the ship until the tug is in position and her line fast. In this position, one-half to two-thirds of the tug is behind the ship's screw. The ship's screw will suck the tug toward it—not away—as when a tug is working a conventional quarter further forward.

The traditional elliptical stern has been replaced in large measure by squared-off sterns. This is a plus for the docking pilot. In lieu of using a cutaway quarter, it is sometimes possible to work that tug on the flat stern. The tugboat can substitute for the ship's engine and rudder. This helps keep headway off the ship while still maintaining perfect control. The tug can exert maximum leverage against the ship. Judgment must, however, be exercised while working the ship's engine with the tug perpendicular across the stern. By working the ship strongly, the wash can carry the tug's lines away and jeopardize her safety.

Diesel power coupled to reverse gears as a prime propulsion system has been helpful to the shiphandler. The engine response time is fast, and the shaft revolutions through the full range of speeds are most uniform. On many steam vessels, 'dead slow' and 'slow' are not enough power, and 'half' is too much.

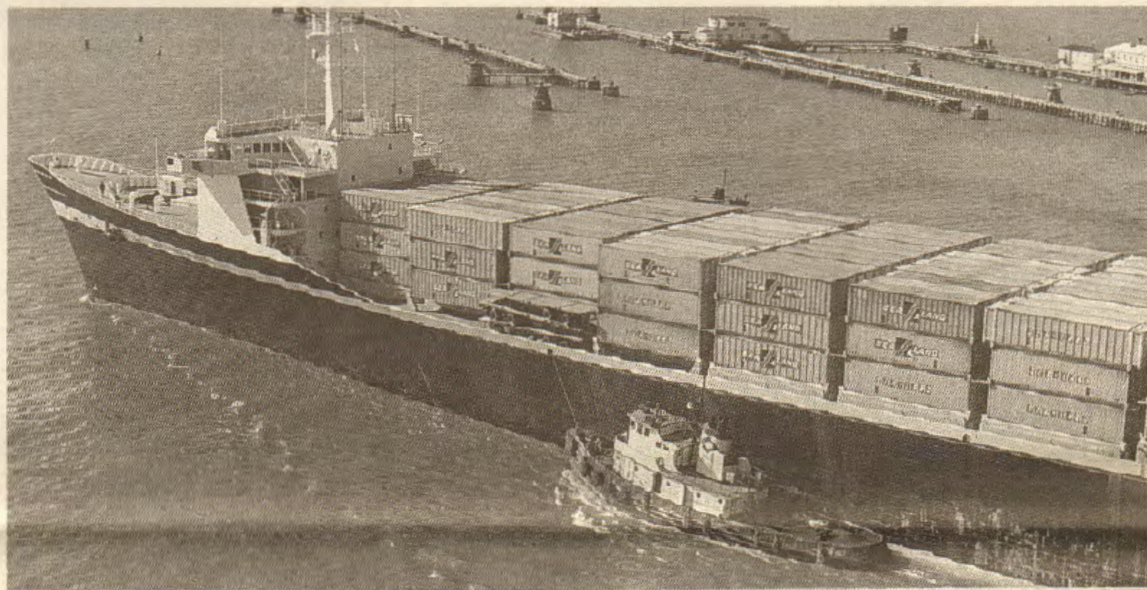
Tension winches using steel cable make shifting the vessel ahead or back alongside the pier several feet easier today. It is not necessary to use the ship's engine or tugboats once the cables are on the pier's bollards. Another good idea is to wind the ships' lines on separate automatic winch drums. This speeds securing and singling up the vessel by eliminating the need to stop lines off and transfer them to or from the bits.

SUMMARY

Ships and tugboats are changing and will continue to do so. Docking pilots must be acquainted with the various hull designs, deck layouts and propulsion systems that are encountered in the course of their work. The recent trend has been toward more diversification. The future is unpredictable. Spiraling fuel costs, other operating expenses, shifts in markets and new technology will play a very large role. The new concepts in moving cargo are likely to come under review. Older concepts may prove feasible once again. Some trades may see the reintroduction of coal and sail in some modern form. The implications for shiphandling are great should these things occur.

The era of tugboat assistance in docking ships is very likely near its pinnacle. Economic pressures are going to give greater impetus to equip ships with large and reliable bow and stern thrusters. In fact, the tugboat may relinquish her predominant role in shiphandling to that of a back-up system for these thrusters in cases of breakdowns or high winds.

No matter what design and innovative changes the future holds, competent shiphandlers will still be required.



In this file photo, the *Sea-Land Market* is underway with a tug alongside her port bow. The tug's bow is 150 feet forward of the plimsol mark or 324 feet aft of the ship's bow. The ship has recessed bits, but they are below the tug's bow, and her head line would jump off the bits should she use them.

channel widths and depths, handling large ships in relatively tight confines will continue to be a challenging job. Very often the docking pilot must make do with tugboats built to handle the older and smaller classes of ships. During these times, he is relying on his skills and knowledge to pull him through, not on tugboat power.

SOLUTIONS FOR THE DOCKING PILOT

Thus far, I have endeavored to explain the innovations in tugboat design and the problems which have been created. In fairness, some changes and alterations have been as useful as others have been detrimental.

It is my preference, and I think most shiphandlers would agree, to dock or sail a ship with the bridge located near the stern. This is because the major part of the vessel sits out in front and helps gauge movement. It also enables the pilot to better judge how fast the swing is when executing a turn or when being set across a channel. The one drawback to this layout occurs when containers are stacked as high as the ship's bridge. This forces the pilot to stand on one of the bridge wings to see ahead, giving a distorted view of what is happening. Logic and the law could easily solve this by dictating that the first row of containers ahead of the bridge be below eye level

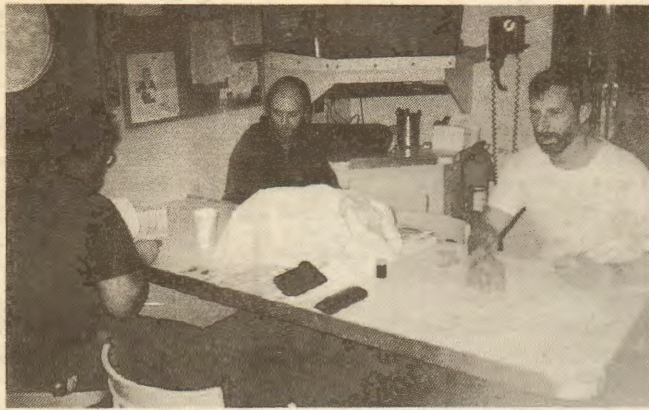
machinery, they are subject to breakdowns. Many ships are equipped with less-than-adequate thrusters which all but the lightest breezes cancel out. The efficiency of the thruster diminishes as headway increases, and with several knots headway, they become nearly useless. Under conditions of light draft, they may be out of the water and totally useless.

The answer to long leads on the tug's lines due to the vessel's high sides and distant chocks can be solved by recessing and building bits into the hulls of ships. This allows the tugboat crew to make fast and let go of the ship without assistance from the ship's crew, the inconvenience caused by lines being thrown overboard, instead of gently lowered to the tug. The above is beneficial when the tug must quickly be shifted. By the tug working ahead and coming end-on to the ship, slack can be removed from the line. When secured, the tug will be held at the same angle it took two lines to do. Also, there is the advantage that all pushing and backing is in a horizontal plane and results in no loss of power. At times, the chock is lower than the tug's bow. In that case, there is danger of the line flipping off the bit. The chances of this happening are reduced by putting several turns around the bit—but it is certainly not guaranteed.

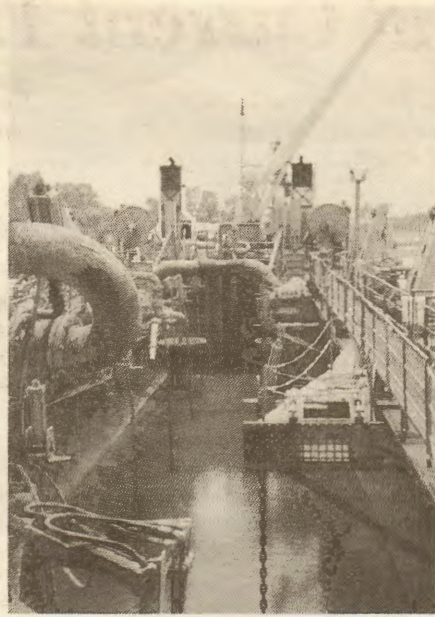
Often there is the decision of where to place the after tugboat, if one is required. The need is under the ship's tuck for leverage, but it is a precarious position and damage might be sustained by the tugboat. The next chock forward is almost midship and the tug is just about totally useless there for pushing the stern up. If the after chock is used, the line can be held to the side bits instead of the stemhead. This permits the tug to lay forward a few feet on the line without having the line bending the visor or superstructure rubbing the ship as would occur if the line were held on the stemhead. The tug should be kept working slow ahead with enough rudder toward the ship to keep the house from rubbing the ship's side when there is scant clearance. But beware—the ship's stern will continually be pushed down. This dilemma is common. Often the wind and weather are deciding factors in what course of action is followed.

Some ships have stern quarters that are straight sided almost until they reach the water, then they cut away abruptly. Tugboats can lay alongside these ships with safety. On ships that have ramps obstructing the stern, this style quarter is the ideal place to use the after tug. By placing the tug's line practically on the stern, she exerts considerable leverage. Care must be exercised not to

Dodge Island Ready to Resume Dredging Operations



Aboard the SIU crewed NATCO dredge *Dodge Island*, Seafarers are getting ready to sail. The dredge was briefly in the shipyard in Mobile, Ala., where it underwent some repairs and is now ready to get back to dredging operations in all parts of the world. Above, completing some necessary paperwork before shipping out are (from left) Assistant Engineer Elmer Prestidge, Chief Engineer Mark Patterson and Captain John J. Horn. At right is the dredge's hopper,



Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Labor

CALENDAR

October

1 The 15,000-member Insurance Workers International Union merged with the UFCW in 1980.

6 Women trade unionists held their first national conference in 1918.

7 In 1879, Industrial Workers of the World organizer, songwriter, and poet Joe Hill was born Joseph Hillstrom in Gavle, Sweden.

12 More than a million Canadian workers demonstrated against wage controls in 1976.

18 In 1943, the Packinghouse Workers Organizing Committee was officially dissolved and workers were given control over their own organization—the United Packinghouse Workers of America. The UPWA merged with the Amalgamated Meat Cutters and Butcher Workmen in 1968, which merged with the Retail Clerks to become the UFCW in 1979.

24 The 40-hour work week went into effect in 1940.

24 The stock market crashed in 1929, ushering in the 1930s Depression. Although it brought high unemployment and widespread misery, the Depression also led to vast social and economic reforms, including far-reaching labor legislation.

Final Departures

Continued from page 18

Brother Sanders sailed as a member of the deck department and began receiving his pension in November 1982. He was a resident of Lauderhill, Fla.

HAROLD E. SHOOK

Harold E. Shook, 72, passed away May 7. Brother Shook began sailing with the SIU in 1979. He worked in the steward department, last sailing in 1984 aboard the *President Eisenhower*, an American President Lines vessel. He was a resident of Seattle.

RAPHEL A. STEVENS



Pensioner Raphael A. Stevens, 73, died May 1. He started his career with the Seafarers in 1960 in the port of New Orleans. Born in

Wisconsin, he worked in the engine department, last sailing aboard the *Coastal Kansas*, a Coskan Marine Co. vessel. Brother Stevens, who resided in Houston, started receiving his pension in June 1991.

GUSTAVO L. VIDES



Pensioner Gustavo L. Vides, 73, passed away July 8. Brother Vides began sailing with the SIU in 1965 aboard the *Madaket*, a

Waterman Steamship Corp. vessel. He sailed in the engine department and frequently upgraded at the Lundeberg School. Born in Honduras, he became a U.S. citizen in 1973. Brother Vides last sailed aboard the *Sam Houston*, operated

by Waterman Steamship Corp. He resided in Chalmette, La. and retired in April 1988.

LEONARD A. WRIGHT



Pensioner Leonard A. Wright, 72, died July 5. He joined the Seafarers in 1944 in the port of Norfolk, Va. The Virginia native sailed as

a member of the deck department. A resident of San Francisco, Brother Wright started receiving his pension in June 1989.

INLAND

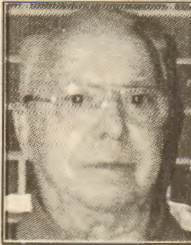
MICHAEL M. ENDRES



Pensioner Michael M. Endres, 66, passed away August 10. A native of Maryland, he began sailing with the SIU in 1951 from the

port of Baltimore. Boatman Endres started out in the deep sea division and later transferred to inland vessels. He sailed in the steward department and began receiving his pension in January 1995. From 1953 to 1955, he served in the U.S. Army. Boatman Endres was a resident of Philadelphia.

FRANK GENNUSA



Pensioner Frank Gennusa, 84, died June 24. Born in New York, he started his career with the Seafarers in 1963 in Port Arthur, Texas. Boatman

Gennusa worked in the steward department, last sailing aboard a

Sabine Towing and Transportation vessel. A resident of Port Arthur, he retired in August 1978.

LARRY P. WILSON

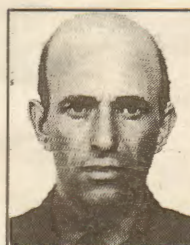


Pensioner Larry P. Wilson, 76, passed away June 26. Boatman Wilson joined the SIU in 1957 in the port of Baltimore. The North Carolina

native sailed primarily aboard vessels operated by Harbor Towing Corp. as a member of the steward department. He resided in Washington, N.C. and began receiving his pension in April 1984.

GREAT LAKES

MUSLEH AHMED

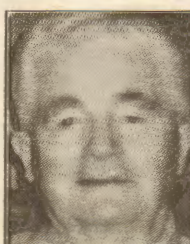


Musleh Ahmed, 66, passed away June 21. He began sailing with the Seafarers in 1973 from the port of Detroit. Born in Yemen, he sailed as a

member of the steward department. Brother Ahmed was a resident of Dearborn, Mich.

RAILROAD MARINE

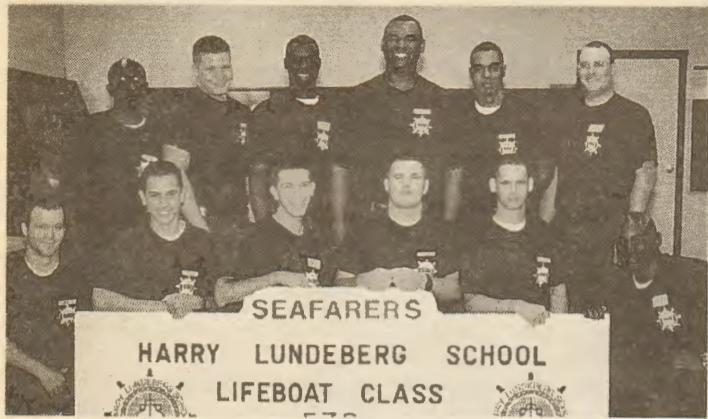
JAMES J. MALLEY



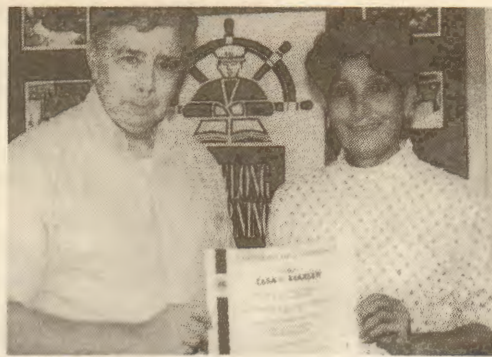
Pensioner James J. Malley, 98, died June 17. Brother Malley worked primarily for the New York Central Railroad Co. as a bridge opera-

tor. Born in Ireland and a resident of Blauvelt, N.Y., he started receiving his pension in July 1965.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 579—Graduating from trainee lifeboat class 579 are (from left, kneeling) Cole Bridwell, Joseph Sotelo, Jason Gay, Christopher Hays Jr., Brian Shelburne, Emwanza Sealy, (second row) Eddie Pittman, Charles Jensen, Kirk Bean, Damon Parker, Joseph Merriweather and Scott Lucero.



Academic—Elsa R. Marler (right) is presented with a certificate of achievement from instructor Rich Prucha for completing the introduction to computer basics. Marler ships from the port of Jacksonville, Fla. in the steward department.



Advanced Firefighting—Upgrading graduates of the August 7 advanced firefighting class are (from left, kneeling) Rick Redmond (instructor), Billy Dean, Robert Natividad, David DeHart, Carmine Barbati, (second row) Robert Mayer, Elsa R. Marler, Raul J. Padro, Marvin Lambeth, Philip Brown, Rudolph Lopez, Stephen Thompson and Isaac Newsome. Not in picture is Manolo Delos Santos.



LNG Recertification—Marking their completion of the LNG recertification class on August 21 are (from left, kneeling) Christopher T. Sykes, Eric Martinez, Daniel A. Tennant, Muharam Husin, Johnnie Holmes, (second row) Donovan E. Christie, William D. Steele, James Hagner, Ronald Aubuchon, Michael Brennan, Mark Jones (instructor), (third row) Dominique Bush, Kelvin Burrell, Mark Freeman, John Gibbons, Rafael Cardenas, Chris Altieri and Aleksander Turko.



Upgraders Lifeboat—SIU members graduating from the upgraders lifeboat class on August 21 are (from left, kneeling) Ben Cusic (instructor), Hussein A. Mohamed, Kamal A. Ismail, Yahya Al-Saqaf, Raul Padro, (second row) Elsa R. Marler, Bonifacio Lozado, Carlito V. Episiooco, Ronald DeWitt, John Walsh III and Peter Schuetz.



Marine Electrical Maintenance II—Engine department members receiving their marine electrical maintenance II endorsements on August 21 are (from left, front) Jorge Bonelli, Jesus Pilare, Ramona Gayton, Roy Zanca, (second row) Eric Malzkuhn (instructor), Stephen Harrington, Isadore J. Greenberg, Ursel Barber, John Osburn and Robert Brown.



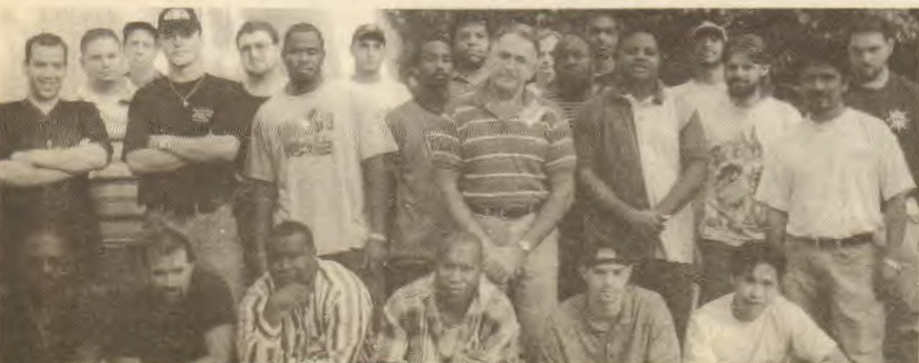
Advanced Firefighting—Receiving their advanced firefighting endorsements on August 14 are (from left, kneeling) Michael Brennan, Muharam Husin, Daniel A. Tennant, Amin M. Shariff, Eric Martinez, Ronald Aubuchon, (second row) William D. Steele, Dominique Bush, Christopher T. Sykes, Rafael Cardenas, Donovan E. Christie, James Hagner, (third row) Anthony Hammett (instructor), Aleksander Turko, Mark Freeman, Scott Heginbotham, Kelvin Burrell and Chris Altieri.



Tanker Assistant DL—Receiving their graduation certificates for completing the tanker assistant DL course on August 7 are (from left, kneeling) Joey Canlos, Christopher Jones, Joshua King, Wilbur Williams, Courtney Price, Wincell Hightower Jr., (second row) Kamal Ismail, Frank T. Kraemer, Latanya Jackson, Michael Williams, Jose A. Villafane, Charles Pomraning, Mark Jones (instructor), (third row) Richard Barnes, Ruben F. Morales Jr., Stanley Parker, Roderick T. Frazier and Jason Kennedy.



Basic Firefighting—SIU members completing the basic firefighting course on August 14 are (from left, kneeling) John Smith (instructor), James Marchiano, Brian Morris, Burkley Cooper, Eugenio Cabral Jr., Richard Cabab, Salvadore Lagare, Ali M. Mohamed, Trawn Gooch, (second row) Joey Canlas, Walter Sainvil, Jim Duggan, Steve Rollins, Anthony Pacey Jr., James Davis Jr., Guy W. Butler Jr., Richard Barnes, (third row) Sangie Mohamed, Timothy Kotsis, LeRoy Rawls, Ronald E. Allen, David Rankin, Stanley W. Parker, Ruben F. Morales, Jose Vazquez and Juan Rochez.



LEFT: Fireman/Watertender & Oiler—Earning their FOWT endorsements on September 4 are (from left, kneeling) Isidro Palacios, Shannon Hagins, James Hill, Wilfredo V. Martinez, Jeremiah Goldsberry, Hilario P. Calixto, (second row) Jason Manzi, Vincent B. Mull, Detricke R. Kelly, Emerito Ramos, Paul S. Grant, Sergio S. Ayala, (third row) Cle Popperwill, Albert Bennett, Curtis Richardson, Carlos Lewis, Marshall Dixon, Timothy Baldt, (fourth row) Steve DuPre, Jon Ledford, Khalid Mahmud Washington, Joseph Prill, Jeffrey Pope and Alonzo Griswell. Not pictured is Stephen Stukes.

LUNDEBERG SCHOOL 1998 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning in October through the end of the year at the Seafarers Harry Lundeberg 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 Lundeberg School may call the admissions office at (301) 994-0010.

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	November 16	December 11
Radar Observer/Unlimited	October 26	November 6

Steward Upgrading Courses

Course	Start Dates Only
Galley Operations/Certified Chief Cook/Advanced Galley Operations/Chief Steward	October 5, October 19, November 2, November 16, November 30, December 14, December 28

Recertification Programs

Course	Start Date	Date of Completion
LNG Recertification (includes 2 weeks of firefighting)	November 2	November 20

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/ Assistant Cargo (DL)	October 12 November 9	October 31 November 28
LNG Familiarization (includes 2 weeks of firefighting)	October 12	October 30
Basic Firefighting	October 5 November 2 November 16 November 30	October 10 November 7 November 21 December 5
Advanced Firefighting	October 12 October 19 November 2	October 24 October 31 November 14
Government Vessels	October 5 November 2 November 30	October 22 November 20 December 18
Water Survival	October 5	October 17

Academic Department Courses

Course	Start Date	Date of Completion
English as a Second Language (ESL)	November 2	December 11
General Education Courses	November 9	December 18
Introduction to Computers	Self-study	

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.

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: _____

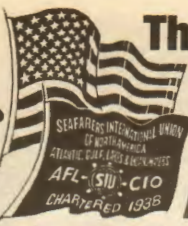
SIGNATURE _____ DATE _____

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: Lundeberg School of Seamanship, Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075. 10/98

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





Seafarers Scholarships

Six months remain to mail in applications for the 1999 Seafarers Scholarship Program. See page 14 for additional information on how to obtain an application form.

Lummus, Cobb Crews Get HQ Update

Prepositioning Ships Help Meet Nation's Sealift Requirements

Prepositioning ships play a vital role in meeting America's sealift needs. Fully loaded to support American troops, these vessels set sail immediately after activation.

Two of the SIU-crewed prepositioning ships—the *Jack Lummus* and the *Samuel Cobb*—recently were visited overseas by SIU Representative George Tricker. During shipboard union meetings on the *Lummus* (in Diego Garcia) and the *Cobb* (in Japan), participants discussed dozens of topics including the training record book (TRB) jointly being issued by the SIU and the Paul Hall Center for Maritime Training and Education; important deadlines stemming from the 1995 amendments to the

International Convention on Standards of Training, Certification and Watchkeeping (STCW) for mariners; the ongoing fight to maintain the Jones Act, and many others.

Seafarers also inquired about various sealift courses available at the Paul Hall Center's Lundberg School, located in Piney Point, Md. Those classes cover such topics as damage control, helo operations, underway replenishment, forklift training, crane operations, search and rescue, and more.

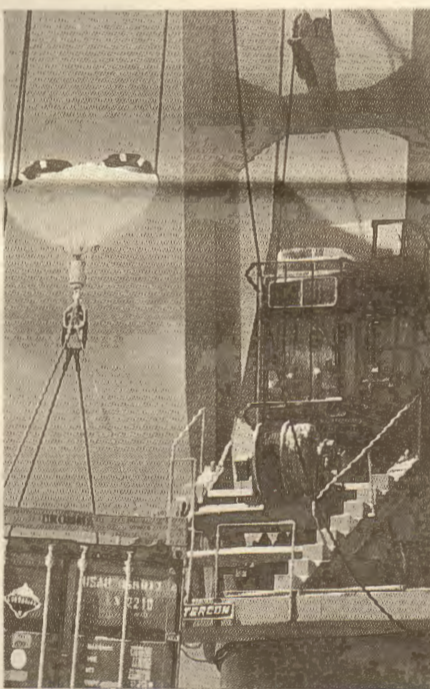
"Both ships are in great shape and the meetings were very productive," Tricker reports. "We covered everything from medical claims to Congress."



Prepositioning ships such as the SIU-crewed *Jack Lummus* remain fully loaded and ready to sail at a moment's notice to support American troops.



Good food helps buoy spirits aboard the *Samuel Cobb*, as shown by DEU Robert Young (left) and QMED Steve Treece.



OS Carlos Ferreira (above) and other members of the deck gang (left and below) work to ensure proper storage of material aboard the *Lummus*.



GSU Dustin Wilson (right) meets with SIU Representative George Tricker aboard the *Samuel Cobb* in Japan.



In photo above, Chief Cook Subagio Wibisono serves lunch aboard the *Samuel Cobb*.



Right, forming part of the *Samuel Cobb* crew are DEU Maximo Loto (left) and GSU Saleh M. Saleh.