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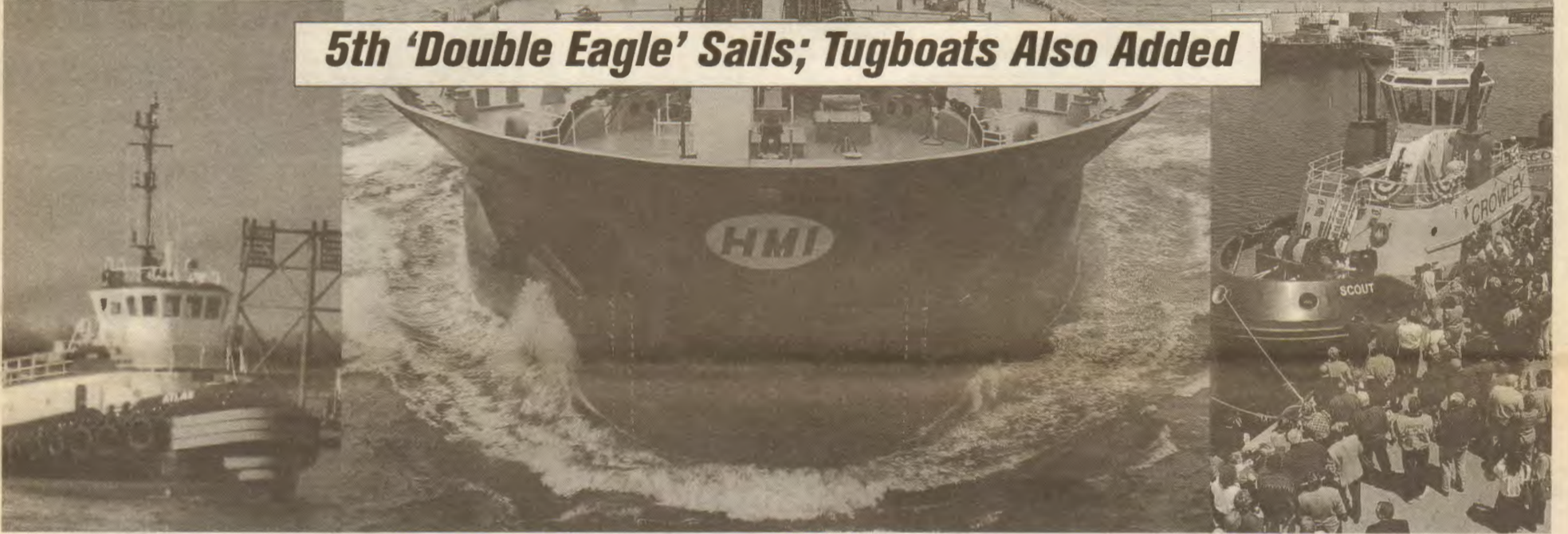
SEAFARERS LOG

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

Christenings Signal MORE JOBS

For Deep Sea, Inland Seafarers

5th 'Double Eagle' Sails; Tugboats Also Added



The tanker *HMI Brenton Reef* (center) and the tugboats *Atlas* (left) and *Scout* (right) recently joined the Seafarers-contracted fleet, marking more jobs for SIU members. Additionally, as this issue of the *Seafarers LOG* went to press, The Delta Queen Steamboat Co. (also an SIU-contracted company) announced it will launch the *Columbia Queen* to provide riverboat passenger cruises in the Pacific Northwest, starting in April 2000. Page 3.



Training Starts At New School

Students Rave About Modern Facility

After instructors at the Paul Hall Center for Maritime Training and Education conducted the final equipment checks at the new Joseph Sacco Fire Fighting and Safety School, classes there officially began in late May. Thus far, the new addition (located in Valley Lee, Md., near the Paul Hall Center's main campus) has impressed students and guests alike, including legislators, administration officials and the head of TRANSCOM. Pages 12-14.

President's Report

Signs of Success

It has been a slow, tough campaign, but America's union movement is showing signs of continued growth.

Last month, a federal agency released to the public the fact that workers are holding and winning more representation elections than in previous years. And these elections are for an ever-increasing number of working men and women.



Michael Sacco

During the 1980s and early in this decade, all you would hear and read in the news was that labor had lost its clout, that unions were obsolete.

Well, that certainly is not the case now! The proof is in the numbers.

Last year, union membership overall increased for the first time in years. The AFL-CIO didn't make up this fact. It came from the government's Bureau of Labor Statistics.

The trend is continuing this year. In Los Angeles, 75,000 home health care workers voted to join a union because they wanted dignity and respect on the job. In Puerto Rico, 66,000 teachers, cafeteria workers, secretaries, maintenance workers and others with the education department won the right for union representation.

Miners, grocery workers, hotel employees, government workers and so many more are saying they want a voice in their workplaces.

They want what Seafarers have: solid contracts with good wages and benefits.

The SIU has been a part of the growth in the nation's union movement. Just look at the next page. New vessels plying the waters. Another riverboat on the way. All of these represent more jobs, more opportunities and more growth for the SIU.

Since the beginning of the year, the *Seafarers LOG* has steadily announced new cargo ships, new tugs and new passenger vessels coming to companies contracted to the SIU for crewing. That's progress.

The union pledged to find more jobs for Seafarers so they will be ready to meet the challenges of the 21st century. To meet that task, the SIU has been upgrading its union halls while the Paul Hall Center has expanded with the opening of the fire fighting school as well as continuing its updating of courses.

The SIU has quite a list of accomplishments so far, but we are in no way ready to rest on our laurels! There is so much more to do and many more opportunities to investigate.

Just like the SIU, the AFL-CIO is not stopping to catch its breath.

The fight at the Avondale Industries shipyard is one example of how much work still has to be done. Despite those workers voting overwhelmingly for representation, the company continues to manipulate every loophole it can to keep from negotiating a contract. It has been six years since the vote, yet the workers remain strong. They are resolved to win this battle and get what they deserve.

These men and women—along with the tens of thousands of others who have just gained recognition or are fighting for it—prove the labor movement is a vital force in America's business and economic life.

For our present members and those to come, the SIU and the AFL-CIO will continue to make sure working people have a voice at their workplace, are treated with the respect and dignity they deserve and provide for their families in a manner in which they can be proud.

Talks Under Way Concerning NMU Merger with Seafarers

SIU President Michael Sacco and NMU President René Lioeanjie have met to explore the possibility of the NMU merging with the SIU Atlantic, Gulf, Lakes and Inland Waters District.

The presidents have created committees to study such a merger. Among the topics included in the discussions are training for the members, job security, seniority and combining of various operations. No time table or deadlines have been set for these talks.

Since the affiliation of the NMU with the Seafarers took place last year, the reaction by members from both unions has been positive.

Seafarers have welcomed NMU members to upgrading classes at the Paul Hall Center in Piney Point, Md. An agreement has been reached between the

newly created Alaska Tanker Company and the SIU and NMU which covers crew members sailing from both unions. In both of

these cases, rank-and-filers of the two unions are standing side-by-side learning in the classroom and working aboard ship.

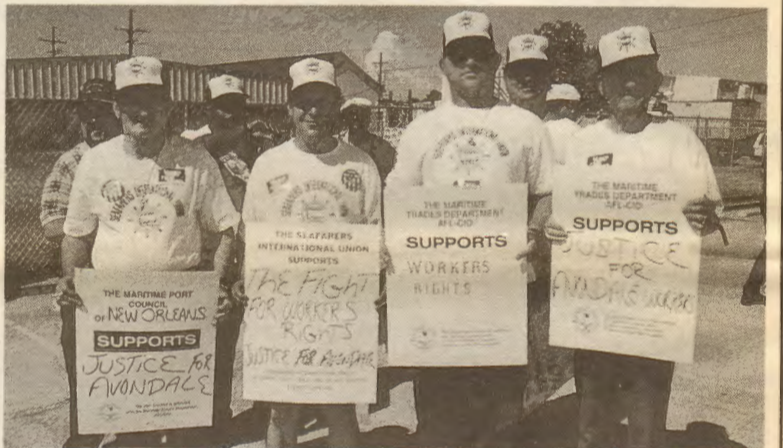


Officials from the SIU and NMU have initiated merger talks. Meeting last month at SIU headquarters are (from the left, clockwise) NMU counsel Larry Brundick, AFL-CIO Maritime Comm. Exec. Dir. Tal Simpkins, NMU Pres. René Lioeanjie, NMU VP Charles Stewart, NMU Agents Ike Williams and Rusty de Roussett, SIU Sec'y-Treas. David Heindel, SIU Exec. VP John Fay, SIU Counsel Leslie Tarantola and SIU VP Contracts Augustin Tellez.

Avondale Bills Navy \$5.4 Million To Continue Fight Against Unions Pro-Labor Vote Has Been Denied for Six Years

June 25 marked the six-year anniversary of the date on which employees at Avondale shipyard in New Orleans voted for union representation.

The extent to which the company has used every imaginable stalling tactic to avoid the outcome of the vote is considered by many a sadly extreme story in its own right. However, the announcement last month that Avondale billed the U.S. Navy \$5.4 million to pay the shipyard's anti-union lawyers shed a bizarre new light on the case.



Seafarers show their support for Avondale workers during a recent demonstration near the New Orleans shipyard. Pictured from left to right are Recertified Steward Ernie Holtt, AB Charles Troutwine, AB Randy Bolling, AB William Bolling and Pensioner Beau James.

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Tax Bill Offered to Make Jones Act Vessel Construction Easier

Congress is considering tax legislation to make it easier for U.S.-flag shipping companies to build new vessels for the Jones Act trades.

Introduced last month by Rep. Jim McCrery (R-La.), the U.S.-flag Merchant Marine Revitalization Act (H.R. 2159) already has drawn bipartisan support from Reps. Wally Herger (R-Calif.), William Jefferson (D-La.) and Neil Abercrombie (D-Hawaii).

McCrery told his fellow members of the House of Representatives when he presented the measure that the bill "is critically important to the modernization and growth of the United States maritime industry, our nation's fourth arm of defense.

"I am convinced that the best way to ensure that our nation continues to have the militarily useful commercial vessels and trained and loyal United States-citizen crews we need to support our interests around the world is to enact those programs and policies that will better enable our maritime industry to flourish in peacetime," the Louisiana congressman added.

"I am equally convinced that one important way to do so is to provide a tax environment for our maritime industry which more closely reflects the favorable tax treatment other maritime nations provide their own merchant fleets."

H.R. 2159 would alter the present Capital Construction Fund (CCF) law to make it easier for U.S.-flag shipping companies to deposit income earned from their U.S.-flag vessels into the pre-tax

account that can be withdrawn later to construct Jones Act vessels in U.S. shipyards.

McCrery said the change in the CCF law, first implemented as part of the Merchant Marine Act of 1936, would assist U.S.-flag companies in their efforts to modernize the domestic fleet. (The Jones Act, part of the 1920 Merchant Marine Act, states that goods moved between two domestic ports must be carried aboard U.S.-flag, U.S.-crewed and U.S.-built vessels.)

By expanding the type of income eligible for deposit, U.S.-flag shipping companies engaged in the Jones Act trades will have a stronger source of capital to build new vessels needed in the next century.

"This change would be good for the whole industry," noted SIU President Michael Sacco. "It creates and ensures jobs for American shipbuilders as well as American mariners."

Another provision of H.R. 2159 would change existing law relating to the payment of a 50 percent ad valorem duty on the overseas repair of U.S.-flag ships. Under the present law, this 50 percent duty must be paid to the U.S. Treasury for non-emergency repairs made in a foreign country's shipyard.

The legislation offers an alternative allowing for the payment of the duty directly into a CCF account, thus providing a direct benefit to U.S. shipyards.

H.R. 2159 has been assigned to the House Ways and Means, Armed Services, and Transportation and Infrastructure committees for consideration. No hearing date for the measure has been scheduled.

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NEW SHIPS = MORE JOBS

Fifth 'Double Eagle' Christened; Crowley, G&H Launch New Tugs

On the Atlantic, Pacific and Gulf coasts, Seafarers recently welcomed new additions to the SIU-contracted fleet.

Signifying more jobs for SIU members, the new vessels are the "Double Eagle" tanker *HMI Brenton Reef*, operated by Interocean Uglan Management for Hvide Marine; the tugboat *Atlas*, operated by G&H Towing in the Houston area; and Crowley Maritime's harbor-class tug *Scout*, based in Long Beach, Calif.

"As always, the SIU is proud to provide the best-trained mariners in the world to crew the new tanker and tugs," said SIU Vice President Contracts Augie Tellez. "We welcome the jobs and the responsibility of helping ensure safe, efficient operations."

Fifth Tanker

Recertified Bosun Victor Beata and Chief Steward Michael Pooler each expressed favorable impressions of the *HMI Brenton Reef*, slated to begin its first voyage as this issue of the *Seafarers LOG* went to press.

The 620-foot tanker, which features double-hull construction and state-of-the-art electronics and safety systems, successfully completed sea trials in late May and was christened

June 18 at Newport News (Va.) Shipbuilding. It weighs 46,000 tons and can carry various chemicals in its 14 specially coated tanks.

Additionally, the ship has a beam of slightly less than 106 feet and can travel at up to 16 knots.

Like its four SIU-crewed predecessors in the Double Eagle program, the *HMI Brenton Reef* "responds to the mandate of Congress and the American people to build double-hull tankships that will transport petroleum and chemical products in U.S. waters in the safest manner possible," commented Jean Fitzgerald, chairman, president and CEO of Hvide Marine. "Her entry into the Jones Act market marks another step forward in the evolution of environmentally friendly marine transportation."

Atlas: Strong Impression

Captain Nelson "Frenchy" Breaux has sailed aboard a number of new tugboats, but he rates G&H's twin-screw *Atlas* at the top of the list.

"Everybody's enjoying it. It's everything that can be expected and more," he remarked.

Breaux said the *Atlas* "is very modern, especially when it comes to safety features. For instance, it has internal heat sen-

sors throughout the boat hooked into all three alarm panels. There are also internal smoke detectors.

"The interior of the boat is really comfortable, too, and I believe that promotes safety. When a crew feels comfortable, they work better."

Christened earlier this year during a gathering of approximately 250 guests, the 96-foot tug performs harbor docking at several Texas ports including Houston, Galveston, Freeport, Corpus Christi and Texas City.

"The *Atlas* truly is state-of-the-art," observed SIU Vice President Gulf Coast Dean Corgey, who attended the christening ceremony in Galveston. "As a former engineer, I was very impressed with the engine room. The crew quarters and galley facilities are first-class, also, and there's easy access for maintenance and repair to all the systems."

Built at Main Iron Works in Houma, La., the *Atlas* has 3,900 horsepower and can travel at greater than 13 knots.

It was christened in memory of Newton Rayzor, chairman of the board of directors of Intracoastal Towing & Transportation Corp. (for which G&H operates the boat) who passed away in February.

"Mr. Rayzor was a good and fair employer," Corgey noted. "The SIU always had a good working relationship with him."

He added that the eight Seafarers who participated in



(photo by Jim Hemeon)

The SIU-crewed *HMI Brenton Reef* successfully completed sea trials in late May. The "Double Eagle" tanker was scheduled to start its maiden voyage late last month.

the christening "did an outstanding job representing the union and the company in a professional, courteous way." Those SIU members included

Breaux, Mate David Andrisek, Quartermaster Sean Arbogast, Quartermaster Jon Crampton, Asst. Engineer Tim Dement, AB Larry Hadley, Chief

Engineer Jimmy "Indiana" Payne and Oiler Brian Taylor.

New Harbor-Class Tug

In Southern California, the newest of Crowley's SIU-crewed harbor-class tugs also garnered praise.

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The harbor-class tug *Scout* (center) joins Crowley's fleet in Long Beach, Calif.



Operated by G&H Towing in the Houston area, the *Atlas* is a welcome addition for Seafarers, including crew members (kneeling, left to right) Capt. Nelson "Frenchy" Breaux, Mate David Andrisek, (standing) Oiler Brian Taylor, Chief Engineer Jimmy "Indiana" Payne, AB Larry Hadley, Quartermaster Sean Arbogast, Asst. Engineer Tim Dement and Quartermaster Jon Crampton.



Celebrating the christening of the *Scout* are (left to right) Jim Penny, Crowley operations manager in Long Beach, Calif.; Nick Marrone, SIU VP West Coast; Capt. Wayne Berry, a Seafarer who sails aboard Crowley tugs; and John Cox, SIU port agent in Wilmington, Calif.

Delta Queen Announces New Riverboat for Fleet

SIU-Crewed Vessel Will Sail in Pacific Northwest

Seafarers will be crewing next year the latest addition to the Delta Queen Steamboat Co. fleet—the *Columbia Queen*.

As the *Seafarers LOG* went to press, Delta Queen's parent firm, American Classic Voyages Co., announced its plans to offer overnight passenger service to the Pacific Northwest aboard the new riverboat. Delta Queen is an SIU-contracted company which also operates the *Delta Queen*, *Mississippi Queen* and *American Queen* paddlewheel steamboats along the Mississippi River and its tributaries.

"This announcement by Delta Queen and American Classic Voyages shows their continued confidence in the fine American mariners who crew their vessels," SIU President Michael Sacco stated when the announcement was made.

"The *Columbia Queen* once again demonstrates this union's commitment for new jobs for

the membership," he added.

The *Columbia Queen* is scheduled to begin service in April 2000. The 218-foot vessel will be able to carry 161 passengers in its 81 staterooms. The riverboat was designed by the same firm that created the *American Queen*, which began service in 1995.

The vessel will be based in Portland, Ore. It will sail along the Columbia, Snake and Willamette rivers, offering vacation packages to Mount St. Helens National Monument, the Columbia Gorge, Mt. Hood, Washington state wine country, Astoria, Ore. and Lewiston, Idaho.

Besides adding this fourth riverboat to its fleet, Delta

Queen presently is building the first two of five coastal cruise vessels scheduled to begin service in 2001. These 225-passenger ships will sail along the Eastern seaboard and the Pacific Coast.

American Classic Voyages' other subsidiary—American Hawaii Cruises—operates the SIU-crewed *SS Independence*. Earlier this year, the company signed an agreement with union-contracted Ingalls Shipbuilding for construction of the first two U.S.-built deep sea passenger vessels in more than 40 years. The first of these ships, which will sail around the Hawaiian Islands, is expected to board passengers in 2003.

Please be advised that SIU headquarters and all SIU hiring halls will be closed on Monday, August 16, 1999 (unless an emergency arises) for the observance of Paul Hall's birthday. Normal business hours will resume the following workday.

Bosun Vern Poulsen Honored By Tacoma Propeller Club

Not much surprises Recertified Bosun Vern Poulsen, who has seen just about everything during his 50-year maritime career.

But the Propeller Club-Port of Tacoma, Wash. recently caught him off guard when the organization presented its 1999 Master Mariner Award to the longtime Seafarer.

The annual award recognizes various contributions to the U.S. maritime industry.

"It was very, very much a surprise. I had no idea, but it was nice," said Poulsen, who has been part of the Sea-Land shore gang in Tacoma for 15 years and a member of the Propeller Club nearly that long.

"Vern deserves the acclaim. He's a great guy and a well-respected member," noted SIU Assistant Vice President Bob Hall.

Poulsen, 65, joined the SIU in Seattle in 1961. He first sailed in the galley before switching to the deck department and working his way up to bosun. (Poulsen completed the recertification course at the Paul Hall Center for Maritime



Congratulating Recertified Bosun Vern Poulsen (center) on his award are SIU Asst. VP Bob Hall (left) and Sea-Land VP Gary Ritzman.

Training and Education in 1974.)

Asked about his fondest sailing memories, he replied, "They're all good memories, although I [particularly] liked the SL-7s."

The veteran Seafarer also quieted a rumor about his supposed upcoming retirement.

"I'm just a kid, I'm not retiring," he said with a chuckle. "In fact, I just made a trip on the (Liberty ship) *Jeremiah O'Brien*."

Poulsen actually was on vacation during his 27-day stint aboard the historic vessel, based in San Francisco. He volunteered to help paint the ship, which still makes trips each month around the San Francisco Bay.

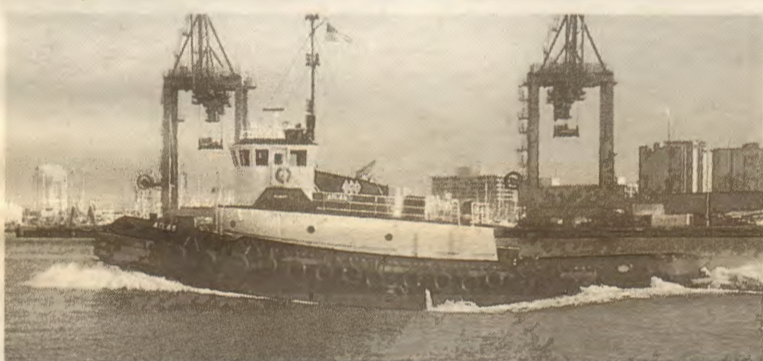
"I was one of the youngest guys on that ship, and we worked 15 hours a day," he noted. "The best thing was I got paid the same as the captain: nothing."

"Honestly, I'll treasure the experience."

A Ship By Any Other Name...



Bosun George Jordanides snapped these photos of the prepositioning ship *Calvin P. Titus* as it became the *Maersk Arizona* in Sunny Point, N.C. The containership, usually stationed in Saipan, was renamed in early April. Its sister ship, the *Eric G. Gibson*, is scheduled to be renamed the *Maersk Alaska* this month while overseas.



The *Atlas*, operated by G&H Towing in the Houston area, is both comfortable and comes equipped with many safety features like internal heat sensors and smoke detectors.

New Additions to SIU Fleet

Continued from page 3

Christened in May, the 105-foot *Scout* operates in Long Beach and Los Angeles along with three other Crowley harbor-class tugs. A fifth is due out this month.

"The maneuverability of these boats is incredible, as is the 360-degree visibility," said Kerry DeMatos, who sailed with the SIU for 16 years before becoming Crowley's senior port captain in Long Beach last October. "They don't have propellers, so they can go in any direction.

"Another interesting aspect is that they use the latest technology in lines. The stern line is made out of the same material used in bulletproof vests. It floats, yet it's stronger than steel. Unbelievable."

About 200 people attended the *Scout's* christening.

Like the other Crowley harbor-class tugs, the *Scout* can perform ship escort at greater than 10 knots. It possesses 4,800 horsepower plus the latest radar and other telecommunications equipment, and was built at Nichols Bros. in Freeland, Wash.

Avondale Workers Still Denied Contract

Continued from page 2

Apparently, such reimbursements are allowable according to federal contracting rules, although the Navy reportedly warned Avondale that it may deny future reimbursements if they are deemed "unreasonable."

The story broke in mid-June, after Sen. Edward Kennedy (D-Mass.) asked for a breakdown of Avondale's proposed reimbursements for its scheme to deny union representation. According to news reports, Kennedy argued that taxpayers should not pay for such expenses.

The Defense Contract Audit Agency officially has labeled the proposed reimbursements as "unresolved," although it has "not identified a basis under (current regulations) to disallow them," stated Navy Secretary Richard Danzig in a letter to Kennedy.

Sen. Paul Wellstone (D-Minn.) voiced outrage at the notion of tax money covering Avondale's legal expenses.



Safety problems at Avondale Industries were the focus of a Workers Memorial Day rally in New Orleans in late April. The shipyard recently was fined \$537,000 by the government for safety violations. Seven workers have died at the facility this decade. Below, SIU retiree Beau James (left) joins fellow trade unionists at the rally, which included a memorial march (above).

"This is something that I find especially troubling. They get away with [the anti-union campaign] because American taxpayers are footing the bill," Wellstone said on the Senate floor.

"The Navy and the Coast Guard are effectively subsidizing Avondale's illegal union-busting campaign," he continued. "Avondale gets about 80 percent of its contracts from the Navy for building and repairing ships. If it weren't for the United States Navy, Avondale probably wouldn't exist."

"This poster child for bad corporate citizenship is brought to you courtesy of the American taxpayer."

The senator also pointed out that Avondale last year came under fire in federal court for numerous unfair labor practices and safety violations.

"On the one hand, the National Labor Relations Board and OSHA (the Occupational Safety and Health Administration) find Avondale in flagrant violation of the law. On the other hand, the Navy keeps rewarding Avondale with more contracts."



In an unrelated matter, Avondale recently agreed to become a wholly owned subsidiary of Litton Industries. Litton also had attempted to acquire Newport News (Va.) Shipbuilding, but that proposal failed. Similarly, a planned merger between Avondale and Newport News Shipbuilding is off.

Meanwhile, the AFL-CIO organized a "community hearing" in New Orleans on the sixth anniversary of the Avondale vote. Local workers, clergymen, political representatives and labor officials (including AFL-CIO Secretary-Treasurer Rich Trumka) spotlighted the need to protect workers' freedom to join a union.

Seafarers Mark Maritime Day on USNS Indomitable



A series of ceremonies marked National Maritime Memorial Day in Washington, D.C. last May. One of the events took place at the Washington Navy Yard, where the SIU-crewed *USNS Indomitable*, operated by Maersk Line for the Military Sealift Command, was featured. Three Seafarers working aboard that vessel were at the ready to assist visitors on shipboard tours. They are, from left, AB Bobby E. Kelly, EU Elliott A. Rhodes and Bosun Robert Taylor.

Realities of Runaway-Flag Shipping: Masked Gunmen, No Food or Wages

NY Times Article Reveals More FOC Victims

Even in Russia, the International Transport Workers' Federation (ITF) exhibition ship *Global Mariner* continues gaining North American publicity for its campaign against runaway-flag shipping.

On May 22, *The New York Times* published a detailed piece about the runaway-flag *Lakhta*, whose Russian crew members have not been paid in a year and who recently were threatened at gunpoint with eviction from the badly rusted vessel. The ITF called attention to the Belize-flag ship when the *Global Mariner* docked nearby in Vladivostok, Russia.

The New York Times' article delves into the broader issue of runaway-flag shipping—also known as flag-of-convenience shipping—while using the *Lakhta* case as an example. The newspaper touches upon the *Global Mariner*, which has traveled halfway around the world to publicize the ITF's 50-year fight against the runaway scam.

This marks the continuation of a wave of similar coverage that began late last year and has continued fairly steadily since then. Other newspapers including the *Houston Chronicle*, *Baltimore Sun*, *New Orleans Times-Picayune* and many more have been joined by network television news affiliates in covering the blight caused by runaway-flag shipping (see box). In many cases, the stories were publicized nationally.

"Publicity is an important part of the campaign. It raises awareness, which is a step toward correcting the problem," said John Fay, SIU executive vice president

and chairman of the ITF's Seafarers Section. "It's important enough that the ITF launched the *Global Mariner*, and there's no doubt the ship has generated a lot of coverage, especially during the past half-year."

The SIU is one of the more than 500 transportation-related unions affiliated with the London-based ITF. The union, for decades, has partaken in the fight against runaway-flag shipping.

FOC Nightmare

The article by Russell Working disclosed that the mariners aboard the cargo ship *Lakhta* "are a year behind in their wages, and the owners no longer provide food or water and once even tried to evict the crew at gunpoint. The ship is caked in rust, and even her basic seaworthiness is in question. The hatch covers over the cargo holds do not fully close, a problem that could swamp the ship in high seas."

As often happens in such cases, the crew "has not been able to figure out just who owes them the wages." In February, they sued the charterer, Dellner Shipping Co. of Russia, for more than \$82,000 in back wages but a judge threw out the case.

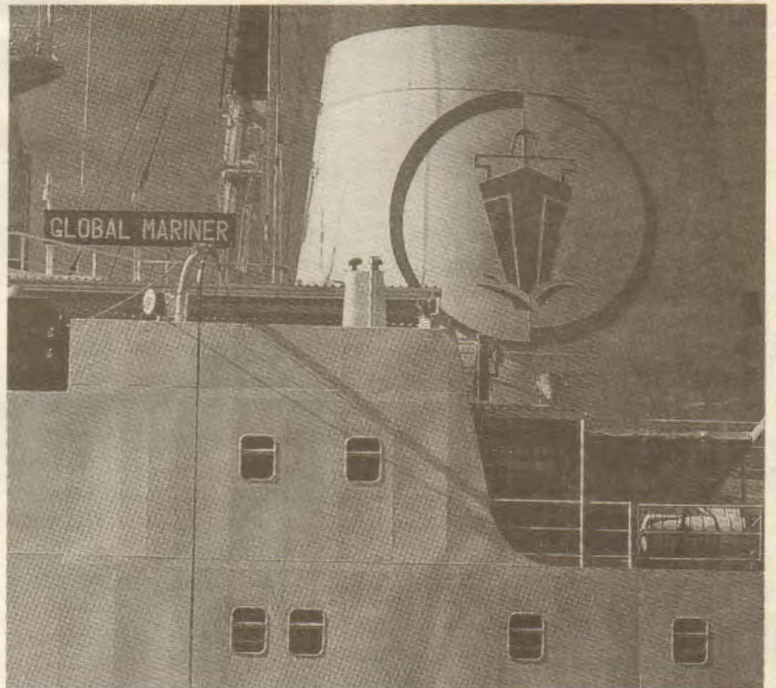
Dellner, which chartered the vessel from Seattle-based Caribbean Maritime, claimed the previous charter operator owed all but 40 days' worth of wages. After the judge's ruling in mid-March, the company persuaded the court to send a bailiff and 13 masked gunmen to the ship.

When a television crew and a lawyer for the mariners arrived a little while later, the rifle-toting

individuals (some of whom reportedly had climbed the masts and threatened the crew) as well as the bailiff left the ship.

The ITF's inspector in Vladivostok is assisting the mariners, while personnel from the *Global Mariner* donated stores and money.

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



The ITF *Global Mariner* has gained publicity for the organization's campaign against runaway-flag shipping—a campaign actively supported by the SIU. Cases like that of the *Lakhta*, spotlighted recently by *The New York Times*, help reveal the runaway-flag scam.

In the News

Some recent high-profile cases involving runaway-flag ships

- The *New Carissa* runs aground at Coos Bay, Ore., spilling 70,000 gallons of heavy bunker fuel and touching off weeks of nationwide coverage. Partly as a result of the incident, legislation is introduced in Congress to protect U.S. ports from similar mishaps.
- Battling malnutrition and many other health problems, the crew of the disabled *Delta Pride* finally comes ashore—nearly a full year after being abandoned in Mexico by the ship's bankrupt owner. Unpaid for two years, the crew subsisted on rainwater and fish that they caught.
- A fleet-wide conspiracy at Royal Caribbean Cruises involving environmental crimes is detailed in a Sunday *New York Times* article. The Miami-based company, fined a record \$9 million for pollution incidents, saves about \$30 million a year in U.S. taxes by registering its ships in Norway and Liberia, the article notes. A follow-up article points out that the 17 major cruise lines pay practically no income tax even though they are based in this country and 90 percent of the passengers are American.
- The National Transportation Safety Board calls a two-day hearing about the Carnival cruise ship *Ecstasy*, which caught fire last year shortly after departing Miami. At the hearing, the *Ecstasy's* captain acknowledges he initially refused help from the Coast Guard to fight the blaze. He also told investigators he maintained a minimum speed out of Miami, despite black smoke and flames pouring from the aft mooring deck, in case he had to steer the vessel to keep the smoke from blowing across the ship.
- The tanker *Campo Duran* is detained in Baltimore because of numerous safety problems. They include oil leaking into the bilge, which cannot be cleaned because of a faulty water separator; lack of fresh water; a malfunctioning main engine; a broken radar plotting system; an uninstalled emergency towing system; a lifeboat blocked by stacks of 55-gallon drums; no heat; and widespread unsanitary conditions.

Battling the 'Millennium Bug'

U.S. Ports Will Remain Open When Clock Strikes Midnight Coast Guard Says It Is Ready for Y2K

Even as the U.S. Coast Guard continued conducting Y2K tests at sea and ashore last month, the Department of Transportation (DOT) announced that U.S. ports will remain open on January 1, 2000.

However, the Coast Guard also warned that "where there are concerns for safety, operational restrictions could be imposed by the local Coast Guard captain of the port." Such constraints may include anchoring outside a harbor, sailing at reduced speed, one-way traffic lanes or extra tugboat assistance, among others.

The announcement took place June 15 in Southern California, where Coast Guard officials carried out two days of Y2K tests throughout the ports of Los Angeles and Long Beach as well as aboard the Seafarers-crewed *APL Singapore*. SIU-contracted Crowley Marine Services also took part in the exercises, which involved simulated oil spills, engine failures and electronic communications obstacles.

Maritime concerns about the so-called millennium bug—potential disruptions stemming from computers and other electronic equipment that misreads the year 2000 as 1900—include possible collisions, spills or traffic jams in harbors. Virtually any system that supports shipping or cargo handling is susceptible, including navigation and engine control systems, cargo gauging equipment, vessel traffic management tools, and communications devices.

The industry is far from alone in tackling the

Y2K issue. According to revised estimates released last month by the White House, the U.S. government will have spent at least \$8.06 billion working on Y2K fixes.

Notwithstanding the problem's breadth, DOT Deputy Secretary Mort Downey and Coast Guard Rear Admiral George Naccara expressed confidence that U.S. port operations would run smoothly through the new year and beyond.

Downey pointed out that the cooperative efforts from different sectors of the industry have yielded substantial progress in readying for the year 2000. "We believe we are well on our way to having a (maritime) transportation system that will operate properly before, during and after the millennium change," he stated.

Naccara, the agency's chief information officer, said, "Rather than interrupt U.S. port activities on January 1, the Coast Guard will gather and assess information on operators' Y2K preparations, and impose operational restrictions only if the operator's level of Y2K preparedness raises safety concerns. The idea is to have a consistent, nationwide approach that will protect life, property and the marine environment while recognizing the importance of ocean transportation to the nation's economy."

He added that the Coast Guard has worked on its Y2K plans for about two years.

From St. Marys to St. Mary's

Alaskan Ledlow Looks Forward To New Career as SIU Member

When Chris Ledlow climbs the gangway this summer as a member of the engine department crew for the first time, it will be the culmination of his dream to obtain a skill that opens the whole world to him.

Ledlow, a graduate of unlicensed apprentice class 583, is an Alaska Native who had spent most of his life in the Yukon River village of St. Marys in the southwestern corner of the state prior to his arrival at the Paul Hall Center in St. Mary's County, Md. last year.

The 20-year-old has become a celebrity of sorts in his home state because of the career path he has chosen. He had a feature story published about him April 12 in the *Anchorage Daily News*. Then, that city's NBC television affiliate shot a day in his life at the Paul Hall Center, running the video on June 3.

"I hope this lets others in Alaska know the possibilities they have with the SIU and the merchant marine," the unassuming Ledlow told a reporter for the *Seafarers LOG*.

"My village only has a couple hundred people. I could work in a grocery store, at a cannery or my father's garage and that is about it. When I heard about



Unlicensed Apprentice Chris Ledlow tells a television reporter why others from Alaska should attend the Paul Hall Center.

this, I wanted to try it and see what I could do."

Ledlow found out about the unlicensed apprentice program through SIU Anchorage Representative Harold Holten. Holten has been working with Alaska-area private industry councils to recruit young men and women from the state to become merchant mariners. Alaska has high unemployment

statistics compared to the rest of the country.

The SIU recruitment effort has the blessing of the state's congressional delegation—Sens. Ted Stevens (R) and Frank Murkowski (R) and Rep. Don Young (R)—as well as Gov. Tony Knowles (D). In fact, the joint venture received national recognition in March from the National Association of Private Industry Councils for its success.

When Ledlow began his work in the first phase of training, he had no idea in which department he wanted to sail. That changed during his phase two experience aboard the *Great Land*, a vessel operated by TOTE.

"I got to work in all three departments, which is part of the program. But I could not believe my 30 days were over so quickly when I was in the engine department. I felt I had only been there two weeks. I knew that is where I wanted to be," Ledlow recalled.

Upon his return to the Paul Hall Center, he dedicated himself to learning as much as he could to begin his new career in the engine room.

That training allowed him to be among the first to battle a blaze in the *Eternal Flame* burn building on the grounds of the new Joseph Sacco Fire Fighting and Safety School.

"It was incredible. I couldn't believe how hot it got in there. Then they told me it was only 300 degrees, but it could be turned up to 1,600. I wouldn't want to feel that."

During his interviews with the Alaskan media, Ledlow was asked what differences he had encountered during his education at Piney Point.

"The salmon. It doesn't taste the same in Maryland as it does back home in Alaska. But I've gotten used to it."



As instructor Mark Cates offers directions on forklift operations, an Alaskan television crew works on an "up-close-and-personal" shot of Chris Ledlow.

Paul Hall Center's Russell Honored on Memorial Day

He Was Among the First U.S. Troops Called to Action in South Korea

Many Seafarers know Albert Russell as the face of security at the Paul Hall Center in Piney Point, Md. However, few know that the man in the guard house is a decorated Korean War hero.

Russell was honored with other American veterans in St. Mary's County over Memorial Day. All of them were in a feature photograph printed in the local newspaper, *The Enterprise*.

In July 1950, Russell was among the first wave of American troops sent to South Korea following the invasion from the north. He was a corporal in the U.S. Army's 21st Regiment of the 24th Infantry Division when he was wounded by shrapnel from mortar fire just days after landing in South Korea. (During that same engagement,

his overall commanding officer—a general—was taken prisoner.)

Russell told a reporter he never felt like a hero.

"I was sent over there to do a job and I did it," the soft-spoken Russell said. "I'm proud of what I did for my country."

Russell received the Purple Heart and Cluster for his multiple wounds. After recovering, he continued to serve in South Korea until July 1951. He was awarded the Bronze Star, Combat Infantry Badge and many citations for his duty. He was discharged in July 1952.

Russell has been part of the security staff at the Paul Hall Center since August 1970.

But this is not his first stint at that location. Shortly after being released from the Army, he land-



Paul Hall Center Security Guard Albert Russell displays his Purple Heart, Bronze Star and other citations he earned during his tour of duty in the Korean Conflict.

ed a job at the old torpedo testing range—on the same location as the center—in the Navy gun factory from 1953 to 1957.

Family • E-9
Kids can't cope with car wrecks.

Health • E-9
Instant Breathalyzer

Values • E-9
Loving the neighbor.

Mon.

Anchors Away

St. Marys teen leaves village, becomes first Alaska Native to sail as merchant mariner

My whole family's really enthusiastic about what I'm doing. Except my grandmother. I think she's a little worried.

Chris Ledlow, 20, of St. Marys, Alaska, is the first Alaska Native to sail as a merchant mariner.

First Alaska Native to complete the three-month voyage... (text continues)

Merchant mariners in high demand

The Alaska Maritime... (text continues)

The *Anchorage Daily News* ran a feature story about Unlicensed Apprentice Chris Ledlow when he returned to Piney Point for phase three training.

Apprentices Learn Maritime History



During a recent trip to the port of Baltimore, students in the final segment of the Paul Hall Center's unlicensed apprentice program learned about contemporary maritime happenings and industry heritage. The students met with SIU members and officers aboard the *USNS Capella* (below), where they reviewed various aspects of shipboard work. They also toured the historic Liberty ship *John W. Brown* (top photo), currently staffed by volunteers. On the World War II-era vessel, the apprentices gained new appreciation for the role of the U.S. merchant marine in national defense. Posing for a photo aboard the *Capella* (bottom photo) are (from left) Capt. David Kelly, Chief Mate Michael Murphy, Unlicensed Apprentice Melvin Ratcliff, Paul Hall Center Instructor Shannon Twigg, Chief Steward John Walsh and Bosun Gary Clarke.





Watchman Vlado Lazarevski
Kinsman Independent



Fireman John Rittinghouse
Kinsman Independent



Despite cargo movement that trails the record paces of recent years, Seafarers remain very active on the Lakes, including aboard the *Kinsman Independent* (right photo), the *Adam E. Cornelius* (above, towed by an SIU-crewed Great Lakes Towing tug) and many other vessels.



Oiler William English
Kinsman Independent

Lakes Seafarers In Full Swing

Low Water Levels Slow Trade

Low water levels on the Great Lakes have impacted cargo movements, but for the most part it has been "business as usual" for Seafarers sailing in that region.

In April, there was an 8.6 percent cargo downturn in iron ore, coal and stone compared to the same time last year. Some 14.8 million tons of cargo were shipped on the Lakes that month.

As of mid-June, Lakes cargo movements were down about 13

percent compared to the 1998-99 shipping season. A Lakes trade association pointed out that besides low water levels, the drop "also reflects the fact that the winter of 1997-98 was extremely mild and thus dry-bulk trades resumed ahead of schedule."

Additionally, dumped foreign steel continues impacting the Lakes fleet, although some nations have slowed their steel exports to the U.S.



Porter Julius Najera
Kinsman Independent



SIU Rep. Don Thornton, Oiler Charles Lesley
Kinsman Independent



Watchman Raymond Spooner
American Mariner



Deckhand Musid
Musleh
American Republic



Watchman Nick Velkoff
American Republic



AB Jered Nowak
Kinsman Independent



Chief Cook Abdulwahab Mutahr,
Asst. Cook Paul Paton
Alpena



Porter George Harris
Charles Wilson



ABs Dan Hart,
Norbert Hinrichs
Alpena



Deckhand Donald Sausman
Kinsman Independent

Steward Has Loving Message During Black History Month

Commemorations of this year's Black History Month extended far beyond U.S. shores, thanks in part to **Sandra Leonard**.

The chief steward gave a heartfelt speech February 28 in Diego Garcia during a shoreside celebration of the month designated for reflection upon the his-

tory, teachings and other contributions of African Americans.

Organized by a U.S. Navy officer, the event drew approximately 250 people, including other speakers.

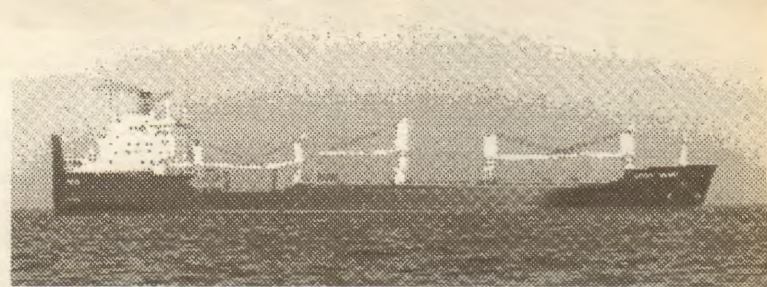
"Something's always happening on the island," noted Leonard, who was sailing aboard the *Buffalo Soldier*—a ship

named in memory of African American cavalry units who served in the untamed western U.S.—during Black History Month. "This particular ceremony brought tears to people's eyes."

A frequent upgrader at the Paul Hall Center for Maritime Training and Education, Leonard told the audience that she has witnessed a disturbing deterioration in human interaction.

"Especially in the 1980s, drugs and crime and other undesirable things came into our community (in Southern California), and things just fell apart," she said. "We stopped loving ourselves, our mothers, fathers, sisters and brothers."

Leonard suggested that acceptance and religious faith are vital to societal improvement. "Stop looking at the color of a person's skin, and try to see the beauty in



The SIU crewed prepositioning vessel *Buffalo Soldier* is named in memory of black Army veterans who served in campaigns throughout the then-untamed western plains.

a person," she advised. "If we of all races don't start loving one another, this world will never change.... Love of self and of God is the only thing that's going to bring happiness."

Listeners responded to Leonard's remarks with loud applause.

The concept for Black History Month came from Carter G. Woodson, founder of the Association for the Study of Negro Life and History in 1915. In 1926, he secured government recognition of "Negro History Week" honoring the contributions of black Americans.

Woodson picked a week in

February because the birthdays of Abraham Lincoln and Frederick Douglass occurred during the month. In 1976, spurred by the renamed Association for the Study of Afro-American Life and History, the commemorative week expanded to a month.

The SIU crewed *Buffalo Soldier*, operated by Red River Shipping Corp. for the U.S. Military Sealift Command, is named after the all-black 9th and 10th Cavalry Regiments created by the Army Reorganization Act of 1866. The units served until just before World War II.



Chief Steward Sandra Leonard is congratulated for her remarks by AB Gregory Bamfeld (left photo) and AB Allan Green.

Cape Trinity Crew Awarded Certificate of Excellence

The SIU crewed *Cape Trinity*, one of 91 ships in the Ready Reserve Force (RRF) owned by the U.S. Department of Transportation's Maritime Administration (MarAd), is often called upon to support military exercises.

One recent operation, howev-

er—transporting a complete, rapidly erectable, 500-bed hospital to Norway—earned the ship's crew a certificate of excellence, presented personally by Maritime Administrator Clyde J. Hart Jr.

Using the vessel's huge stern ramp, about 100 vehicles and 400

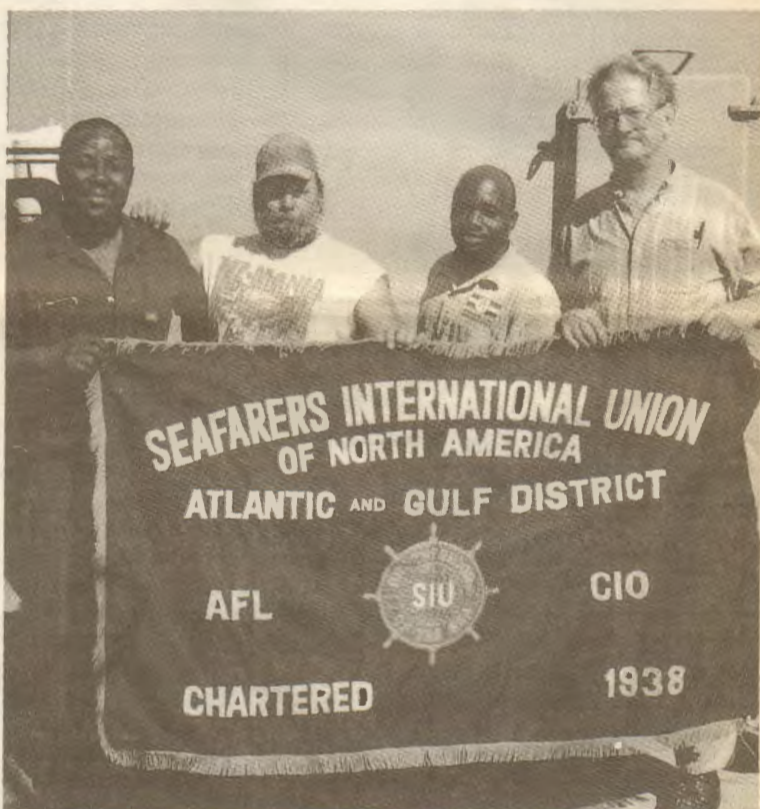
containers were rolled on the ship in Virginia and offloaded in Norway.

Two weeks following Hart's visit, the master, crew and managers of the Houston-based cargo ship also were honored, this time by the U.S. Navy's Fleet Hospital Group. A plaque was presented to the ship during an informal ship ceremony by Deputy Maritime Administrator John E. Graykowski.

Ninety-five percent of the material needed in a military deployment must be sent by sea, Graykowski stated. "We are proud that the *Cape Trinity* has demonstrated how well suited the ships are to respond to any contingency."

Six of the 91 RRF vessels are based in Houston, and of those, three, including the *Cape Trinity*, are managed by Apex Marine Ship Management, LLC for MarAd.

Each of the vessels flies the RRF readiness flag, signifying that, in a national defense emergency, it will fill out its crew, take on stores and fuel, and be ready to sail in 96 or 120 hours.



Proud of their union and their vessel are some of the crew members aboard the *Cape Trinity*, an RRF ship honored for its military support. From the left are Chief Electrician Gabriel Arhin, Recertified Bosun Billy Eastwood, GUDE Edward Shamburger and QMED Ross Hardy.



The SIU crew aboard the *Cape Trinity* recently was honored for its outstanding performance in support of a military operation. With the crew are Maritime Administrator Clyde J. Hart Jr., MarAd Central Region Director John W. Carnes, Apex Director of Marine Operations Robert Kunkel, SIU VP Dean Corgey and Assistant VP Jim McGee.



Following the presentation of MarAd's certificate of excellence to the crew of the *Cape Trinity*, that agency's administrator, Clyde J. Hart Jr., poses with (from left) SIU VP Dean Corgey, Assistant VP Jim McGee and MarAd Central Region Director John W. Carnes.

One There When You Need Him

The AFL-CIO recently reported that, when 100 delegates to the Steelworkers civil rights conference began demonstrating in support of locked-out workers at the Kaiser Aluminum plant in Gramercy, La., someone called the local sheriff's office.

When the sheriff arrived, he called for backup—not to arrest the demonstrators, but rather to protect them from traffic on the busy four-lane highway. It so happens the sheriff is a former member of the Steelworkers and once served as grievance chair at that same Kaiser plant.

El Yunque's First Call



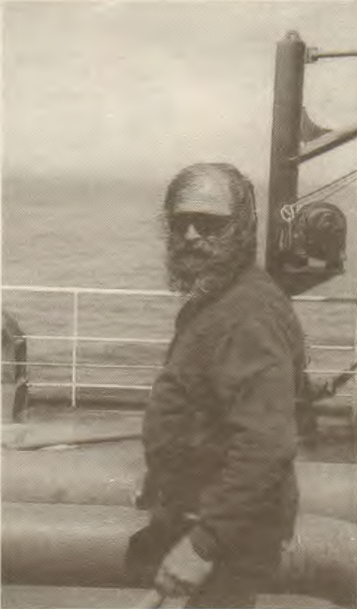
The newly contracted *El Yunque*, operated by Sea Star Line, recently made its first call at Port Everglades, Fla. Pictured in the galley during that stop in May are (from left) Chief Steward Matthew Scott, SA Charles B. Collier and Chief Cook James Kasha.

Smooth Sailing on Liberty Sea

Captain C.R. Balomenos complimented the *Liberty Sea's* crew for a "very good voyage" that took place this spring. The SIU-crewed vessel is operated by Liberty Maritime Corp.



AB Larry Jordan refinishes the name boards.



AB Dave Hetrick moves to the next task on the *Liberty Sea*.



Doing their part to make the vessel a good feeder are (from left) Chief Cook Luis Caballero, Chief Steward Charles Scott and GSU Wilfred Lambey.

ALL IN A DAY'S WORK: Above and left, Seafarers including Bosun Harold Sebring and AB James Deano clean the holds.



Right: Hands-on experience is a key part of the Paul Hall Center's phase two training for unlicensed apprentices. Here, apprentices Chad Warren (left) and Ronald Gloston (right) join AB Robert English in cleaning the holds.



Enjoying lunch are (from left) QMED William Parker and GUEs Terrence Ford and Louis Green.

66,000 in Puerto Rico Win Union Elections

In one of the biggest unionization efforts ever, an overwhelming majority of voters chose union representation in elections last month covering 66,000 Puerto Rico Department of Education employees.

Teachers, cafeteria workers, maintenance personnel and clerical employees voted by an 85 percent margin to join unions. They will vote again this fall to decide which union represents them in each unit.

According to a news release from the AFL-CIO, the election was part of a two-step process created by the passage last year of a law giving public employees in the territory the right to form a union. Approximately 150,000 public employees in Puerto Rico are eligible for union representation under the new regulations.

The vote involving the Department of Education, which ended in mid-June, was the first conducted under the new law. Elections for other departments will follow, noted the labor federation.

The vote counts among the four groups were: teachers, 29,058 yes to 3,538 no; cafeteria workers 5,144 yes to 547 no;

maintenance employees, 3,150 yes to 312 no; and office workers, 2,500 yes to 445 no. Eighty percent of eligible voters cast a ballot.

"We want a union contract so we can build the best possible future for ourselves, our families and the children we teach every single day," stated Nancy Cardona, a teacher in San Juan.

AFL-CIO President John Sweeney pointed out, "These employees know that a union will mean better jobs, enhanced schools and stronger communities throughout Puerto Rico."

"The overwhelmingly positive vote spotlights these workers' ardent desire to have a greater voice on the job."

There are approximately 1,600 schools in the Puerto Rico system. The Department of Education employees are forming unions with the American Federation of Teachers (AFT), the American Federation of State, County and Municipal Employees (AFSCME), the Service Employees International Union (SEIU) and the United Auto Workers (UAW).

(See page 10 for related story.)

USNS Bob Hope Does 'Fleet Week' in NY



Posing for a photo after a union meeting last month aboard the *USNS Bob Hope* are (front row, from left) SIU Patrolman Jack Caffey Jr., OS Bryan Gaddis, Bosun Terry Evins, SA D. Williams, (back row) SA Roy Warren and AB Bob Day.



Chief Cook Margie Harris (left) and Chief Steward Shirley Adkins bring smiles to their jobs aboard the prepositioning vessel.



The *USNS Bob Hope*, pictured last month in New York during the Navy's "Fleet Week," is one of four vessels in its class crewed by Seafarers. The newest one, the *USNS Mendonca*, was christened in April.



Greeting a visitor at the gangway are (from left) Bosun Terry Evans, AB Lumumba Lasana, Navy Sailor Laurie Brindle, Storekeeper Gary Bruber and AB Eric Overby.

More Workers Say 'Union Yes'

The national federation of trade unions last month reported that new government data show workers are conducting and winning more union elections than in previous years.

The AFL-CIO, of which the SIU is an affiliate, also pointed out that the elections cover increasing numbers of workers, according to statistics compiled by the U.S. Bureau of National Affairs from National Labor Relations Board (NLRB) data for 1998.

Employees secured union representation in 1,653 elections, or 51.2 percent of balloting in 1998, compared to 1,591 elections, or 50.3 percent of voting in 1997. The number of elections in 1998 increased to 3,229 from 3,160 in 1997, a 2.2 percent increase.

Additionally, the federation noted that workers last year won half of the campaigns involving units of 500 or more employees—a high point since such statistics have been tracked.

Those figures “are good news for American workers, because growing unions mean better jobs and stronger communities,” said AFL-CIO President John Sweeney. “Unions are on the right track, and are reaching out more than we have in years. We

should celebrate this news by redoubling our efforts.”

The highest win rate was in the finance, insurance and real estate industries, where workers won nearly 84 percent of 31 elections. Workers won more than half the elections in health care services; general services; transportation, communications and utilities; retail; and construction.

Moreover, the NLRB statistics do not include some of the largest organizing wins in 1998 which occurred under the National Railway Labor Act or through employer recognition of majority worker support outside an election process.

In total, more than 475,000 workers joined unions in 1998, according to the federation. And, as previously reported in the *Seafarers LOG*, union membership rose for the first time in years in 1998—by more than 100,000—according to Bureau of Labor Statistics data released earlier this year.

The number of union members in the U.S. rose from 16.1 million to 16.2 million. Union density in the service sector—the largest sector of the economy—rose for the first time, from 5.4 percent to 5.6 percent.

Safety Drills on Sea-Land Expedition



Water survival drills are a staple aboard SIU-crewed ships, as participants eagerly hone their skills for a scenario they hope never occurs. Recently, Seafarers on the *Sea-Land Expedition* executed a regularly scheduled lifeboat drill (top photo) while the vessel was in San Juan, P.R. Above left, Recertified Bosun Ismael Rivera and AB Efrain Alvarez secure the boat following the drill as others observe. Above right, Oiler A. Omer and AB Roger Plaud grease the wire while the boat is retrieved from the water. Below, Alvarez performs maintenance that is a standard part of the drill.

Wilmington Seafarers in Korea



Four self-described “proud members of the SIU” from the port of Wilmington, Calif. recently posed for this photo while waiting for a flight connection at the airport in Ulsan, South Korea, shortly after signing off the *Sea-Land Challenger*. Pictured from left to right are AB Dominic Sanfilippo, AB Frank Cammuso, Chief Steward Terry Allen and AB Amin Hussein. They returned to the vessel about three weeks later, Cammuso noted.



Picture Yourself Relaxing in Piney Point

Picture yourself and your family by the pool, at the beach, on a picnic. Or picture yourself and your family exploring Civil War sites, checking out dinosaur bones at the Smithsonian Institution, catching a foul ball at a Baltimore Orioles game at Camden Yards.

All these activities—and more—are possible day trips when you vacation at the Paul Hall Center in Piney Point, Md. The cost is just \$40 per day for each SIU member and \$10

per day for a spouse and for each child. (There is no charge for children 11 years of age or younger.) These prices include all meals.

There is still time for Seafarers and their families to plan to spend up to two weeks of their summer vacation in Piney Point.

To turn your pictures into reality, call the Seafarers Training & Recreation Center at (301) 994-0010 or send in the reservation form now. →

SEAFARERS TRAINING & RECREATION CENTER Vacation Reservation Information

Name: _____

Social Security number: _____ Book number: _____

Address: _____

Telephone number: _____

Number in party / ages of children, if applicable: _____

Date of arrival: 1st choice: _____ 2nd choice: _____ 3rd choice: _____

(Stay is limited to a maximum of two weeks)

Date of departure: _____

Send this completed application to the Seafarers Training & Recreation Center,
P.O. Box 75, Piney Point, MD 20674.

7/99

Gov't Services Division Member Writes Novel About Subic Bay

For some mariners, writing is a means of passing time, whether it involves poems, stories or letters.

For **Anthony R. Mills**, a member of the SIU's Government Services Division, it is a serious avocation.

Mills recently penned a 344-page novel titled

"Subic Bay, The Last American Colony," published by Noble House of Baltimore. Billed as "an historic and personal look into naval base living," the book draws upon Mills' eight years of experience sailing out of the Philippines.

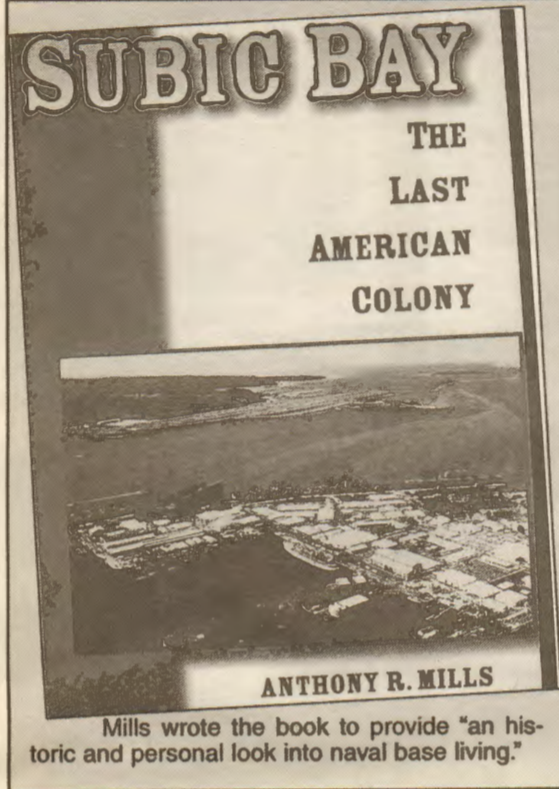
In a letter to the *Seafarers LOG*, Mills

noted that the book is available via numerous internet sites (including borders.com and amazon.com, for instance) or through the publisher's toll-free number: 1-800-873-2003. Price varies by seller, as some offer discounts off the \$27.95 cover price.

A promotional flyer for "Subic Bay, The Last American Colony" describes it as "a remarkably vivid retrospective novel about the American naval base and the people of Olongapo, Philippines. Cultivated over 50 years, the mixture of civilians, naval personnel, and Philippine nationals bred an inter-

dependent and colorful community residing in the area. Mills' penetrating narrative explores the lives and relationships of this unlikely cultural assortment and examines the bonds which made its dissolution painful for so many.

"Centered around the activities of the *USNS Spice*, a United States Navy supply vessel and its crew members, 'Subic Bay' steers readers through the waning years of an historic American era covering the period from the early 1980s through the Desert Storm conflict in 1990 until the installation shut down in 1991."



Mills wrote the book to provide "an historic and personal look into naval base living."



Anthony Mills, AB and author, most recently sailed aboard the *USNS Tippecanoe*.

Taking Advantage of Technology

American Steamship Company Adds Defibrillators to Vessels

Donation Made to High School for Computer Upgrades

SIU-contracted American Steamship Company (ASC) is taking advantage of modern technology while helping others do the same.

The company recently announced that its 11 self-unloading vessels plying the Great Lakes have been equipped with automatic external defibrillators (AED)—portable devices used to treat individuals when in cardiac arrest.

"ASC has adopted this program to increase the odds of saving lives," the company said in a news release. "The AED could mean the difference between life and death for crew members aboard Great Lakes vessels. Published medical research suggests that many heart attack victims would likely survive with early defibrillation."

The machines are compact and weigh only a few pounds. ASC noted that "advances in technology have streamlined and simplified these devices to a point where the AED will walk the user through a simple, step-by-step process with voice and visual prompts. Once sensor pads are placed properly on the victim's chest, the AED analyzes the heart rhythm in seconds and then determines if a shock is warranted."

Meanwhile, ASC and its parent organization recently donated



Taking part in the ceremonial opening of the ASC-GATX Media Center at St. Mary's High in Lancaster, N.Y. are (from left) American Steamship Company President and CEO Ned Smith, St. Mary's Principal Patrick Brady, and St. Mary's Board of Trustees Chairman Thomas Malecki.

\$15,000 to a Lancaster, N.Y. high school, with the funds spent on computers and internet access.

In May, ASC and GATX Corp. made the donation to St. Mary's High, a 95-year-old Catholic school believed to be the oldest such facility in the nation. The grant is part of a philanthropic program in which the companies regularly participate.

St. Mary's spent the money to network its entire computer system, establish internet access throughout the school, update various computer equipment and purchase software. Altogether,

the new and upgraded purchases were dedicated as the ASC-GATX Media Center.

The school plans to add internet-related courses to its curriculum.

Ned Smith, president and CEO of ASC (which is based in Williamsville, N.Y.), said the St. Mary's grant is part of a "contributions program that focuses on education, the environment and on strengthening families. This grant will help promote student and teacher excellence in the ever evolving world of computer technology."

From Portugal to New Orleans



Recertified Bosun Cesar Gutierrez sent these photos to the *Seafarers LOG* showing the *Liberty Star's* recent voyage from Portugal to New Orleans. In top photo, the bosun preps mooring lines for arrival. Above left, Deck Maintenance Ivan Aguilar helps ready the vessel for docking in New Orleans. Above right, Unlicensed Apprentice Joel Encarnacion demonstrates that shipboard life may include the occasional barbecue.

Great Lakes Towing Turns 100



SIU-contracted Great Lakes Towing officially turns 100 years old on July 7. The Cleveland-based company owns and operates tugboats serving dozens of ports. Among those currently in service are (above) the new *Z-THREE* and (at right) the *Montana*. Pictured below, from the *Seafarers LOG* archives, is a late-1970s shot of Great Lakes Towing boats docked in the Cuyahoga River.



TRAINING



Upgraders, Apprentices Utilize New

So far, the newest addition to the Paul Hall Center for Maritime Training and Education is living up to its billing.

The Joseph Sacco Fire Fighting and Safety School, a one-of-a-kind facility that replicates shipboard fires and other marine hazards, officially went into use early last month. Upgraders and students in the center's unlicensed apprentice program are utilizing the Joe Sacco School's modern classrooms, water survival trainer, maze building, burn building, damage-control area and fire props to boost their safety skills and knowledge.

"It's a wonderful fire fighting school, probably the best in the world," said Certified Chief Cook **Don Irvine**, one of the first upgraders to train there.

A member of the SIU since

1981, Irvine noted that the state-of-the-art facilities are maximized by the instructors. "That's what I liked best—the teachers listen to the students very well. There's good communication between the instructors and the students," he noted.

Located in Valley Lee, Md., just down the road from the Paul Hall Center, the fire fighting school boasts a unique design that specifically recreates shipboard environments. It is being used for the basic and advanced fire fighting classes as well as the STCW basic safety, lifeboatman/water survival and government vessels courses.

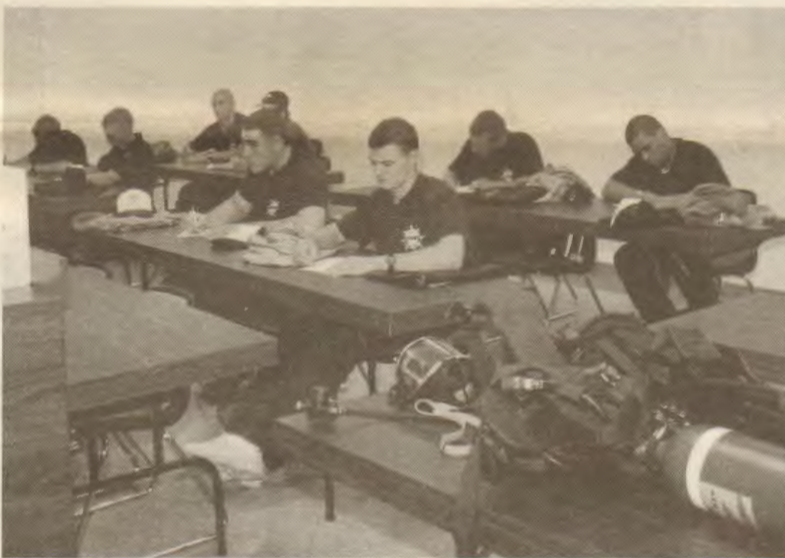
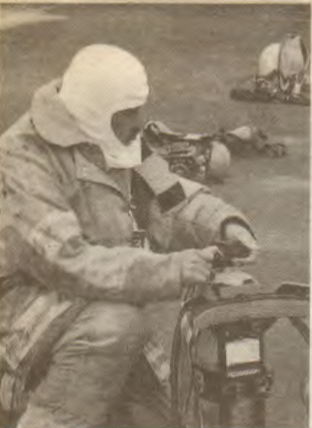
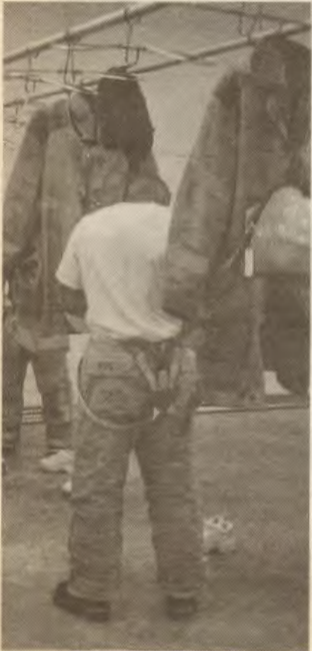
"I think it's great," declared Wiper **Wayne Abell**, moments after completing drills using a fire hose and fire extinguisher. "It's very realistic, and I'm sure [the instructors] could crank it up

even more."

Unlicensed Apprentice **David Green** chuckled when recalling his experience in the maze building, a two-story facility with a modifiable interior that figures to challenge even the most direction-savvy Seafarers.

"It's amazing and really tricky," said Green, who nevertheless finished his drill in respectable time. During the exercise, "everything is black, so you have to feel all over the place. It was nerve-wracking at first. I had gone through with a flashlight and it was easy. It's a different story without that light."

Lolita Thomas, who sails in the steward department, summarized the feelings of her classmates in the STCW basic safety class when she proclaimed, "It's a really good school and I'm glad we have it. It's good for us."



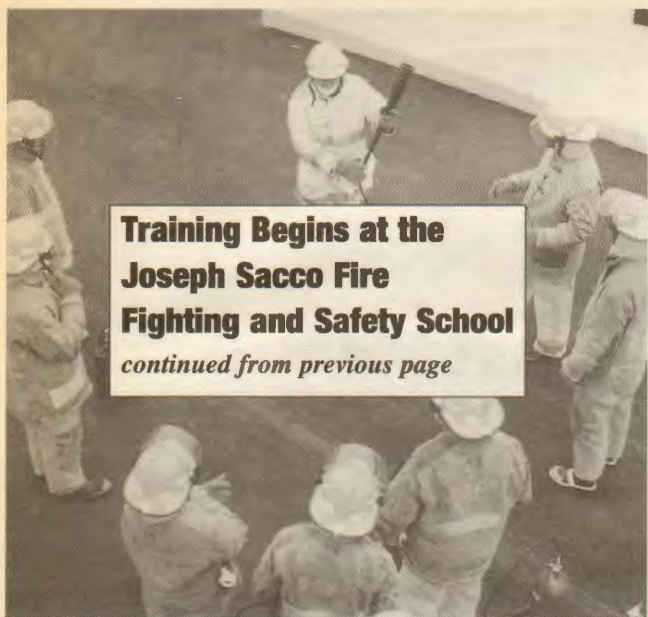
TRAINING BEGINS

Fire Fighting & Safety School



Pictured on these two pages and the next page are the first classes to utilize the Joseph Sacco Fire Fighting and Safety School. The photos were taken from late May to mid-June; they include an STCW basic safety course and an unlicensed apprentice class.

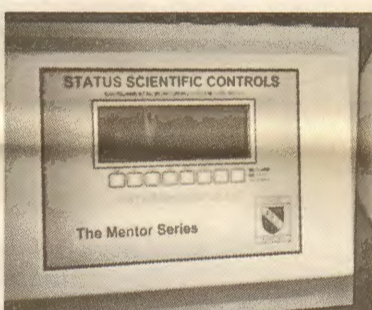
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Training Begins at the Joseph Sacco Fire Fighting and Safety School
continued from previous page



Students use extinguishers and hoses to combat different types of fires that may occur at sea.



Gen. Tony Robertson emerges from the burn building after a firsthand look at a fire fighting drill.



Slater, Robertson, Abercrombie Commend Fire Fighting School

Representatives from Congress, the administration and the military recently praised the opening of the Joseph Sacco Fire Fighting and Safety School.

Secretary of Transportation Rodney Slater, Air Force General Charles "Tony" Robertson, who heads the Transportation Command (TRANSCOM), and Rep. Neil Abercrombie (D-Hawaii) commended the Valley Lee, Md. facility in recent correspondence with SIU President Michael Sacco.

Slater said the "state-of-the-art, environmentally secure training facility is a fitting tribute to the years of dedication and commitment Joseph Sacco gave to this union and

to the men and women who are sailing aboard ships on the deep sea, Great Lakes and inland waterways."

He further pointed out the school "will guarantee that our (mariner) work force continues to be the best trained in the world."

Following his inspection of the school in late May, Robertson described it as a "national treasure" that will benefit "merchant mariners ... and our country."

He also applauded the mission of the Paul Hall Center for Maritime Training and Education (which encompasses the fire fighting school) as well as its staff and the rest of its facilities.

Abercrombie, a strong supporter

of the U.S. merchant marine who personally knew Joe Sacco, said the school is a fitting tribute to "one of the most beloved figures in the U.S. maritime industry and the American labor movement.... His tireless efforts to improve the lives of the men and women of the SIU made for a full life of service and commitment to the values we cherish and the nation we love...."

"May those who pass through these doors emerge with their skills enhanced and their dedication to safety strengthened."

Joseph Sacco was the SIU's executive vice president when he passed away in 1996.



Rep. Neil Abercrombie said the new school is named in memory of "a remarkable man," Joe Sacco.



SIU President Michael Sacco (right) and SIU VP Contracts Augie Tellez (center) discuss the school's uses and objectives with Gen. Tony Robertson.



DOT Sec'y Rodney Slater noted the facility will help uphold U.S. tradition of well-trained mariners.

Hands-on instruction is a key facet of training at the new facility, as demonstrated by instructors John Smith (third photo above) and Stormie Combs (two photos directly above).

Sensors inside the control room of the burn building (fourth photo above) help provide a realistic but safe training experience.

Dispatchers' Report for Deep Sea

MAY 16 — JUNE 15, 1999

| Port | *TOTAL REGISTERED All Groups | | | TOTAL SHIPPED All Groups | | | Trip Reliefs | **REGISTERED ON BEACH All Groups | | |
|-------------------------------|---------------------------------|------------|------------|-----------------------------|------------|------------|-----------------|-------------------------------------|------------|------------|
| | Class A | Class B | Class C | Class A | Class B | Class C | | Class A | Class B | Class C |
| DECK DEPARTMENT | | | | | | | | | | |
| New York | 22 | 19 | 8 | 20 | 9 | 5 | 2 | 49 | 24 | 15 |
| Philadelphia | 6 | 5 | 1 | 7 | 3 | 0 | 2 | 10 | 7 | 3 |
| Baltimore | 6 | 3 | 0 | 4 | 0 | 0 | 2 | 13 | 4 | 0 |
| Norfolk | 6 | 10 | 8 | 15 | 11 | 14 | 4 | 12 | 17 | 8 |
| Mobile | 11 | 4 | 8 | 13 | 7 | 5 | 2 | 18 | 8 | 7 |
| New Orleans | 16 | 9 | 11 | 18 | 9 | 5 | 10 | 24 | 16 | 12 |
| Jacksonville | 37 | 12 | 11 | 22 | 10 | 13 | 19 | 61 | 21 | 14 |
| San Francisco | 27 | 10 | 2 | 16 | 9 | 1 | 7 | 50 | 16 | 3 |
| Wilmington | 27 | 12 | 9 | 26 | 5 | 4 | 13 | 44 | 21 | 16 |
| Tacoma | 33 | 6 | 3 | 17 | 9 | 3 | 17 | 52 | 7 | 9 |
| Puerto Rico | 10 | 6 | 3 | 5 | 9 | 5 | 7 | 18 | 4 | 2 |
| Honolulu | 6 | 5 | 5 | 13 | 6 | 2 | 4 | 11 | 6 | 3 |
| Houston | 27 | 15 | 11 | 20 | 10 | 8 | 14 | 48 | 24 | 10 |
| St. Louis | 3 | 6 | 1 | 1 | 5 | 2 | 0 | 2 | 2 | 2 |
| Piney Point | 2 | 4 | 3 | 2 | 2 | 3 | 1 | 1 | 2 | 5 |
| Algonac | 3 | 2 | 1 | 1 | 1 | 0 | 1 | 3 | 1 | 1 |
| Totals | 242 | 128 | 85 | 200 | 105 | 70 | 105 | 416 | 180 | 110 |
| ENGINE DEPARTMENT | | | | | | | | | | |
| New York | 13 | 9 | 6 | 6 | 10 | 2 | 7 | 19 | 11 | 6 |
| Philadelphia | 0 | 7 | 1 | 0 | 3 | 0 | 1 | 5 | 5 | 1 |
| Baltimore | 3 | 4 | 0 | 2 | 6 | 0 | 2 | 4 | 3 | 1 |
| Norfolk | 7 | 6 | 3 | 10 | 7 | 1 | 0 | 7 | 12 | 6 |
| Mobile | 8 | 8 | 0 | 5 | 7 | 1 | 1 | 14 | 8 | 0 |
| New Orleans | 11 | 10 | 3 | 9 | 10 | 2 | 5 | 13 | 13 | 2 |
| Jacksonville | 14 | 11 | 6 | 13 | 10 | 5 | 4 | 37 | 15 | 4 |
| San Francisco | 13 | 7 | 0 | 12 | 5 | 1 | 5 | 14 | 4 | 1 |
| Wilmington | 9 | 10 | 1 | 2 | 4 | 4 | 3 | 18 | 14 | 1 |
| Tacoma | 15 | 4 | 2 | 13 | 2 | 2 | 4 | 22 | 6 | 1 |
| Puerto Rico | 6 | 3 | 0 | 7 | 5 | 0 | 3 | 7 | 1 | 1 |
| Honolulu | 5 | 8 | 7 | 7 | 8 | 1 | 3 | 6 | 10 | 7 |
| Houston | 12 | 8 | 1 | 7 | 11 | 1 | 8 | 21 | 6 | 2 |
| St. Louis | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 3 | 1 | 1 |
| Piney Point | 1 | 5 | 2 | 0 | 2 | 0 | 1 | 4 | 7 | 2 |
| Algonac | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | 0 | 1 |
| Totals | 118 | 100 | 34 | 94 | 90 | 20 | 47 | 196 | 116 | 37 |
| STEWARD DEPARTMENT | | | | | | | | | | |
| New York | 16 | 6 | 1 | 10 | 5 | 0 | 2 | 25 | 7 | 1 |
| Philadelphia | 4 | 0 | 1 | 1 | 1 | 0 | 0 | 4 | 1 | 1 |
| Baltimore | 3 | 2 | 1 | 1 | 0 | 0 | 1 | 5 | 2 | 1 |
| Norfolk | 12 | 6 | 3 | 7 | 9 | 2 | 1 | 13 | 9 | 2 |
| Mobile | 5 | 2 | 2 | 6 | 2 | 1 | 1 | 7 | 5 | 1 |
| New Orleans | 8 | 10 | 2 | 4 | 10 | 1 | 8 | 11 | 8 | 4 |
| Jacksonville | 9 | 2 | 6 | 13 | 5 | 3 | 12 | 25 | 6 | 6 |
| San Francisco | 21 | 3 | 0 | 22 | 1 | 1 | 6 | 48 | 7 | 0 |
| Wilmington | 17 | 2 | 2 | 11 | 2 | 2 | 5 | 28 | 3 | 2 |
| Tacoma | 21 | 2 | 0 | 15 | 2 | 0 | 9 | 36 | 2 | 0 |
| Puerto Rico | 3 | 0 | 1 | 2 | 1 | 0 | 2 | 4 | 2 | 1 |
| Honolulu | 8 | 4 | 8 | 7 | 2 | 9 | 6 | 15 | 6 | 10 |
| Houston | 11 | 5 | 0 | 11 | 3 | 0 | 4 | 20 | 6 | 3 |
| St. Louis | 3 | 0 | 1 | 1 | 1 | 0 | 1 | 2 | 0 | 2 |
| Piney Point | 3 | 7 | 0 | 1 | 2 | 0 | 2 | 4 | 9 | 0 |
| Algonac | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 1 |
| Totals | 144 | 51 | 29 | 112 | 47 | 19 | 60 | 248 | 73 | 35 |
| ENTRY DEPARTMENT | | | | | | | | | | |
| New York | 4 | 36 | 26 | 3 | 17 | 3 | 0 | 11 | 59 | 44 |
| Philadelphia | 0 | 0 | 4 | 0 | 0 | 1 | 0 | 0 | 0 | 9 |
| Baltimore | 0 | 5 | 3 | 0 | 3 | 2 | 0 | 1 | 4 | 4 |
| Norfolk | 0 | 13 | 12 | 2 | 11 | 7 | 0 | 1 | 18 | 20 |
| Mobile | 2 | 9 | 1 | 0 | 2 | 0 | 0 | 3 | 14 | 2 |
| New Orleans | 4 | 10 | 4 | 2 | 9 | 5 | 0 | 7 | 12 | 11 |
| Jacksonville | 5 | 14 | 12 | 7 | 11 | 7 | 0 | 6 | 25 | 15 |
| San Francisco | 3 | 13 | 3 | 4 | 7 | 1 | 0 | 13 | 25 | 5 |
| Wilmington | 5 | 12 | 11 | 4 | 6 | 6 | 0 | 12 | 18 | 14 |
| Tacoma | 5 | 7 | 8 | 3 | 5 | 3 | 0 | 8 | 22 | 10 |
| Puerto Rico | 0 | 1 | 2 | 1 | 0 | 1 | 0 | 6 | 5 | 4 |
| Honolulu | 7 | 34 | 65 | 5 | 23 | 51 | 0 | 8 | 46 | 90 |
| Houston | 3 | 7 | 2 | 1 | 4 | 3 | 0 | 4 | 15 | 7 |
| St. Louis | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 |
| Piney Point | 0 | 13 | 15 | 0 | 12 | 11 | 0 | 0 | 18 | 11 |
| Algonac | 0 | 3 | 0 | 0 | 2 | 0 | 0 | 0 | 2 | 0 |
| Totals | 38 | 178 | 168 | 32 | 112 | 101 | 0 | 80 | 287 | 246 |
| Totals All Departments | 542 | 457 | 316 | 438 | 354 | 210 | 212 | 940 | 656 | 428 |

*"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.

August & September 1999 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney PointMonday: August 2
Tuesday, September 7*
*(*change created by Labor Day holiday)*

AlgonacFriday: August 6, August 10

BaltimoreThursday: August 5, September 9

DuluthWednesday: August 11, September 15

HonoluluFriday: August 13, September 17

HoustonMonday: August 9, September 13

JacksonvilleThursday: August 5, September 9

Jersey CityWednesday: August 18, September 22

MobileWednesday: August 11, September 15

New BedfordTuesday: August 17, September 21

New OrleansTuesday: August 10, September 14

New York.....Tuesday: August 3, September 7

NorfolkThursday: August 5, September 9

PhiladelphiaWednesday: August 4, September 8

San FranciscoThursday: August 12, September 16

San Juan.....Thursday: August 5, September 9

St. LouisFriday: August 13, September 17

TacomaFriday: August 20, September 24

WilmingtonTuesday, August 17*
Monday, September 20
*(*change created by Paul Hall birthday holiday)*

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

Personals

STANLEY BROWN

Please contact Evelyn Brandenburg of San Pablo, Calif. at (510) 724-9851.

EDMOND HAWKINS

Please write your children at 54 Saw Mill Drive, Berkeley Heights, NJ 07922.

DOUGLAS A. HUNDSHAMER

Please give your mother, Verna Hundshamer, a call at (315) 458-5326.

JOHN POMEROY

Please call Jim at (734) 254-5048 regarding the 25th Intracarb reunion to be held next year.

LOG-A-RHYTHMS

Sea
by Judy Merwin

Sometimes I wonder why . . .
Why we can't see things through another's eyes?
Why it seems wrong to care,
To want to shoulder the burdens they bear?
Some of us flee to the sea,
Seeking a healing that floating upon it brings.
Gathering our strengths and will to survive,
Rising and sleeping with the tides.
Working and eating as the vessel rolls and pitches,
Thinking about the things that our lives delivered.
Praying for our loved ones
and all those of the places we visit,
Channeling the Universe's energies
like the goods we deliver.
Wondering why things didn't
work out the way we planned?
Why we are reluctant
to plan again?
One by one we begin to see.
And open another's eyes to see.

Judy Merwin is an OS working on upgrading to AB. She currently is sailing aboard the USNS Capella.



Seafarers International Union Directory

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgy
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermet Mangram
Vice President Government Services



HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

DULUTH

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

HONOLULU

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

HOUSTON

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

JACKSONVILLE

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

JERSEY CITY

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

MOBILE

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

NEW BEDFORD

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

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

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

Dispatchers' Report for Great Lakes

MAY 16 — JUNE 15, 1999

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 | 29 | 10 | 0 | 15 | 3 | 0 | 14 | 7 |
| ENGINE DEPARTMENT | | | | | | | | | |
| Algonac | 0 | 14 | 8 | 0 | 12 | 4 | 0 | 2 | 4 |
| STEWARD DEPARTMENT | | | | | | | | | |
| Algonac | 0 | 5 | 2 | 0 | 3 | 0 | 0 | 2 | 2 |
| ENTRY DEPARTMENT | | | | | | | | | |
| Algonac | 0 | 12 | 25 | 0 | 3 | 5 | 0 | 9 | 20 |
| Totals All Depts | 0 | 60 | 45 | 0 | 33 | 12 | 0 | 27 | 33 |

**"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

MAY 16 — JUNE 15, 1999

| 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 | 1 | 0 | 10 | 0 | 0 | 3 | 2 | 2 | 15 |
| Lakes, Inland Waters | 42 | 0 | 0 | 14 | 0 | 0 | 28 | 0 | 0 |
| West Coast | 1 | 1 | 3 | 5 | 1 | 4 | 8 | 3 | 10 |
| Totals | 44 | 1 | 13 | 19 | 1 | 7 | 38 | 5 | 25 |
| ENGINE DEPARTMENT | | | | | | | | | |
| Atlantic Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Gulf Coast | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 3 |
| Lakes, Inland Waters | 26 | 0 | 0 | 8 | 0 | 0 | 16 | 0 | 0 |
| West Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Totals | 26 | 0 | 2 | 8 | 0 | 0 | 16 | 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 | 23 | 0 | 0 | 5 | 0 | 0 | 18 | 0 | 0 |
| West Coast | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| Totals | 23 | 0 | 0 | 6 | 0 | 0 | 18 | 0 | 1 |
| Totals All Depts | 93 | 1 | 15 | 33 | 1 | 7 | 72 | 5 | 29 |

**"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



These photos were sent to the *Seafarers LOG* by retired Captain Raymond P. Karlsvik of Raymond, Wash. They were taken in Okinawa, Japan at Christmas time 1951 aboard the *Ponce de Leon*, a Waterman C-2.

The group photo shows crew members gathered in the messroom following a holiday meal. Bosun Hans Skaalegaard-Jansen (left) and Karlsvik are in the photo at right.

In a note accompanying the photos, Karlsvik writes that Skaalegaard-Jansen was a very good bosun—"truly a sailor's sailor." He also was a fine marine artist and went on to pursue a career as such.

Karlsvik, an AB (blue ticket) at the time, found his way to Sea-Land Service, Inc., where he spent 28 years. As a captain, he helped bring three of the new Sea-Land ships from Sturgeon Bay, Wis. to Tacoma, Wash. for the Alaska trade.

On one trip to Green Bay, Wis. to captain another of the ships, Karlsvik writes that he went to the hotel closest to the airport, and upon entering the dining room, came upon a beautiful painting of a square-rigged ship. "My first thought," he writes, "was that it looked like something Hans would have painted and, upon closer inspection, I found his name on it." Small world!





Welcome Ashore

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

One recertified bosun is among the nine Seafarers announcing their retirements this month.

Representing 37 years of active union membership, Recertified Bosun **John S. Bertolino** is a graduate of the highest training available to members in the deck department at the Paul Hall Center in Piney Point, Md.

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

Among the retiring pensioners, five worked in the deck department, while two each shipped in the engine and steward departments.

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

DEEP SEA



JOHN S. BERTOLINO, 61, began sailing with the Seafarers in 1962 from the port of New York. His first

ship was the *Robin Gray*, a Moore McCormack Lines vessel. Brother Bertolino is a graduate of the Andrew Furuseth Training School. Born in Pennsylvania, he sailed in the deck department and upgraded his skills at the Harry Lundberg School in Piney Point, Md., where he graduated from the bosun recertification program in 1980. Prior to his retirement, he sailed aboard the *Sea-Land Atlantic*. South Glens Falls, N.Y. is where he calls home.

ROBINSON CRUSOE, 61, joined the Marine Cooks and Stewards (MC&S) in 1965 in the port of San Francisco. Born in Alabama, he worked in the stew-

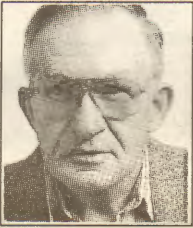
ard department, last sailing as a chief cook aboard the *Overseas Juneau*. Brother Crusoe has retired to Carson, Calif.



TOMAS ESCUDERO, 70, began sailing with the Seafarers in 1970 from the port of New York. Brother Escudero

worked in the engine department and upgraded his skills at the union's school in Piney Point, Md. A native of Puerto Rico, he last sailed in 1985 as a chief electrician aboard the *Santa Paula*, a Delta Steamship Lines vessel. From 1949 to 1954, he served in the U.S. Army. He makes his home in Bethlehem, Pa.

ROBERT N. FULK, 65, started his career with the SIU in 1958 in the port of Houston. Starting out in the inland



division, he later began working aboard deep sea vessels. Born in Indiana, he sailed in the deck department and upgraded his skills in Piney Point, Md. From 1950 to 1951, he served in the U.S. Army. Brother Fulk last sailed aboard the *Overseas Vivian*. He resides in Palestine, Texas.

EVANS SMITH, 68, began sailing with the Seafarers in 1991. His first ship was the *Cape Florida*, operated by International Marine Carriers. Born in Trinidad, he worked in the deck department, last sailing aboard a Crowley Marine Services vessel. He has retired to Ocala, Fla.

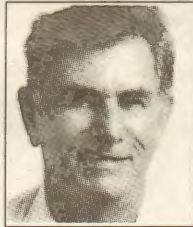
INLAND



ARTHUR D. HANN, 63, first sailed with the Seafarers in 1979. Boatman

Hann worked in the engine department and sailed primarily aboard various tugs operated by Crowley Towing and Transportation Co. From 1952 to 1960, the Massachusetts native served in the U.S. Marine Corps. He makes his home in Olar, S.C.

HORACE C. LaFRAGE, 63, joined the SIU in 1952, sailing aboard deep sea ves-



sels. He later transferred to the inland division as a member of the deck department. From 1960 to 1962, he served in the U.S. Army. Prior to his retirement, Boatman LaFrage sailed aboard the *Mars*, a G&H Towing Co. vessel. Born in North Carolina, he has retired to LaMarque, Texas.



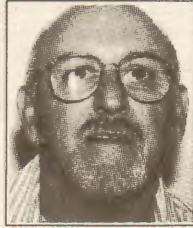
CHARLOTTE SUSAN WOLFE, 64, began her career with the Seafarers in 1988. Sister

Wolfe started working in the steward department and later transferred to the deck department. She last sailed aboard the *Geary*, operated by Orgulf Transportation Co. A native of West Virginia, she makes her home in Ripley.

GREAT LAKES

GEORGE A. COYER, 62, joined the Seafarers in 1961 in

the port of Buffalo, N.Y. Brother Coyer sailed in the deck department and upgraded his skills at the



school in Piney Point, Md. He last sailed in 1977 as a captain aboard a Great Lakes Dredge & Dock vessel. Brother Coyer served in the U.S. Army from 1954 to 1957. A native of New York, he has retired to Oswego.

Liberty Ship Needs Crew For Voyage on Great Lakes



Plans are being made for the restored Liberty ship *John W. Brown*, currently docked in Baltimore, to travel throughout the Great Lakes next year.

Younger mariners who thought they missed their chance to sail aboard historic Liberty ships may get the opportunity after all.

The *John W. Brown*, based in Baltimore, is seeking active mariners to crew the vessel for segments of a trip throughout the Great Lakes planned for next year. The voyage tentatively is scheduled to begin in May 2000 and end in August, with stops in

Toledo, Ohio; Detroit; Erie, Pa.; Cleveland; Buffalo; Toronto; Montreal; and Halifax, Nova Scotia.

Mariners with current z-cards are needed to fulfill Coast Guard regulations for crew complement.

For more information, contact Rick Bauman at Project Liberty Ship, P.O. Box 25846, Highlandtown Station, Baltimore, MD 21224, telephone (410) 661-1550 or (410) 558-0646.

Reprinted from past issues of the Seafarers LOG

1941

Following certification by the Labor Board in the Robin Line election, the union, on July 21, signed a full agreement with the company. The contract included the closed shop, hiring through the union hall and top wages and working conditions that compare favorably with the best in the industry.

1964

The new SIU hall in Norfolk, Va. was dedicated in ceremonies attended by officers of the SIU, members in the area, representatives of the trade union movement and representatives of government. A part of the SIU's continuing building program, the new Norfolk hall is a direct consequence of the increased deep-sea cargo movements and the parallel rise in the membership of the SIU throughout the Hampton Roads-Norfolk area.

The new fully air-conditioned building includes an expanded hiring hall, a general meeting hall capable of handling 300 persons, new recreational facilities, accommodations for a snack bar-cafeteria, a 40-car parking lot, landscaped terrace, and other necessary

provisions for the full servicing of the membership and the handling of union business functions.

1976

(From Paul Hall's president's report, published a few months before Election Day)

"Right now the SIU is enjoying good shipping as a direct result of our fight for a fair shake for the U.S. merchant fleet. But this good shipping does not mean we can sit back and rest. We have worked too long and hard to rebuild this industry—to foster a sense of

cooperation for the mutual benefit of all segments, to create a stable industry capable of taking advantage of new opportunities and to build an effective legislative program—to jeopardize it now by succumbing to a sense of false security....

"We must, as we have done in the past, pitch in with all the aid and support we can muster because only through our own efforts can we protect what we already have won. And more importantly, only by proving ourselves capable of supporting our allies in the upcoming elections will the SIU eventually realize the goal we have struggled so long to achieve—a strong, healthy and vital U.S. merchant marine."

THIS MONTH IN SIU HISTORY

DO BUY

Vacations
The Union-Label Way!!

Factory Tours

U.S. West, Denver & Philadelphia; U.S. Bureau of Engraving, Washington, D.C.; Chevrolet World, Kenosha, Wis.; Hershey candy factory, Oakland, Calif.; Harley-Davidson, York, Pa. (closed to June 12); IBM Co., East Chicago (reservation required); Saturn car plant, Spring Hill, Tenn.; Stinson glass factory, Corning, N.Y.; Boeing aircraft factory, Everett, Wash. (no children under 18); Hilti & Bradley (Leasiter) Rigger hardware store, PowerTech golf club, Littleton, Co.

Hotels, etc.

Check world-wide web list of unaffiliated hotels, motels, resorts and other great lodgings throughout the U.S.

Canada, Puerto Rico and the Virgin Islands available by BEZE @ www.berevales.org/notepad/

New Hotel Ocean May, Long Beach, Calif. (Hawaii) and Drake hotels Chicago; Blue Beach's Castle Island Beachcomber, Marriott Vireochance Reef Resort, Elwyn Beach Resort, Blue Beach's Beach Club & Villas, St. Thomas, V.I.; Casper Bay Hotel, St. John, V.I.

Museums (U)

Rock & Roll Hall of Fame, Cleveland; Currier Museum of Glass and Hall of Science & Industry, Corning, N.Y.; Museum of Modern Art, New York City

City & County Parks

Berkeley, Alameda County, Calif.; Hamilton, Ontario, Ontario; Bloomington, Indiana; Judd, Arizona; Springfield, Ill.; Anderson, Indiana; Mt. Airy, North Carolina; East Cleveland, Ohio; Salem, Williamsport, Pa.; Lower Paxton, York, Pennsylvania; York, Pennsylvania; Washoe County, Nev.

Summer Music Festivals

California—El Dorado East, Malibu; Mozart (San Diego), Pacific Symphony (Orlando); Colorado—Boulder (Vail Valley); Colorado Music Festival (Boulder); District of Columbia—Navy Summer Festival (Washington); Georgia—Atlanta Symphony (Chastain Park); Illinois—Great Park (Chicago); Nevada (Highland Park); Indiana—Marion Symphony on the Prairie (Elkhart); Maryland—Summer MusicFest (Baltimore); Massachusetts—Boston Early Music (Cambridge); Tennessee—Tanglewood (Lebanon); Wisconsin—Milwaukee Orchestra Summerfest (Milwaukee); New Mexico—Santa Fe Chamber Music (Santa Fe); New York—East River Festival (Manhattan or Inwood); Texas—Arts Ensemble (Austin); Chattanooga Institute (Chattanooga); June in Buffalo (Buffalo); Lincoln Center Festival (New York City)

Saratoga Performing Arts

Rock & Roll Hall of Fame, Cleveland; Currier Museum of Glass and Hall of Science & Industry, Corning, N.Y.; Museum of Modern Art, New York City

THIS IS THE FINAL INSTALLMENT OF A LIST OF SOME OF THE EVENTS AND places where thousands of union members provide services and goods that help Americans have fun. They are listed here to help on direct labor-line activities through the summer. (Others were listed in the March/April Label Letter.) The list was compiled from information provided by the American Federation of Musicians (AFM), the American Federation of State, County & Municipal Employees (AFSCME), the United Auto Workers (UAW), the United Brotherhood of Carpenters and Joiners of America (UBA), the United Brotherhood of Carpenters and Joiners of America (UBA), the United Brotherhood of Carpenters and Joiners of America (UBA), and from information in the Union Label & Service Trades Dept. files.

UNION LABEL AND SERVICE TRADES DEPARTMENT - AFL-CIO

Pennsylvania AMMV Chapters Seek New Members

Active and retired merchant mariners residing in Pennsylvania are invited to join their local chapter of the American Merchant Marine Veterans (AMMV). For more information, contact AMMV Regional Vice President John Manfredi at (724) 941-9537, or write to him at 121 Marion Dr., McMurray, PA 15317-2921. Brother Manfredi (who formerly sailed with the SIU) will put prospective members in touch with the AMMV chapters located nearest to them.

Final Departures

DEEP SEA

DAVE AWAKUNI



Pensioner Dave Awakuni, 83, passed away April 21. Born in Hawaii, he joined the Marine Cooks & Stewards (MC&S) in 1948 in the port of Seattle. The steward department member last sailed aboard the *Manulani*, operated by Matson Navigation Co. Brother Awakuni was a resident of Seattle and retired in July 1987.

OTIS C. BAILEY



Pensioner Otis C. Bailey, 74, died April 17. A native of Virginia, he first sailed with the Seafarers in 1944. Brother Bailey worked in the engine department and upgraded his skills to a licensed engineer. Prior to his retirement in August 1990, he sailed aboard the *USNS Bellatrix*, an International Marine Carriers vessel. He made his home in Suffolk, Va.

ELBERT J. BLACKBURN



Pensioner Elbert J. Blackburn, 72, passed away April 15. He started his career with the MC&S in 1958 in the port of San Francisco. His first ship was Matson Navigation Co.'s *Matsonia*. The California native sailed in the steward department and upgraded his skills at the Harry Lundeberg School in Piney Point, Md. Brother Blackburn last sailed aboard the *President Chester B. Arthur*, an American Ship Management vessel. He was a resident of San Francisco and began receiving his pension in November 1993. During World War II, he served in the U.S. Coast Guard from 1944 to 1946.

JUNIUS C. BROWN



Pensioner Junius C. Brown, 83, died January 7. Born in Louisiana, he began sailing with the MC&S in 1946. He worked in the steward department, last sailing aboard the *Santa Mercedes*, operated by Delta Steamship Lines, Inc. A resident of San Francisco, Brother Brown began receiving his pension in January 1982.

DEAN D. DOBBINS



Pensioner Dean D. Dobbins, 65, died April 18. He began his career with the Seafarers in 1957, sailing from the port of Tampa, Fla. Born in Ohio, he worked in the engine department, most recently aboard the *Richard G. Matthiesen*, operated by Ocean Ships Inc. Brother Dobbins was a resident of Stockton, Calif. and retired in March 1997. From 1952 to 1956, he served in the U.S. Navy.

WILLIAM DESOUZA

Pensioner William Desouza, 80,

passed away recently. Brother Desouza joined the MC&S in 1951 in the port of San Francisco after graduating from the MC&S training school in Santa Rosa, Calif. A native of Hawaii, he last sailed aboard the *Santa Maria*, a Delta Steamship Lines vessel. A resident of San Francisco, he started receiving his pension in December 1987.

CLAUDE J. DOCKREY

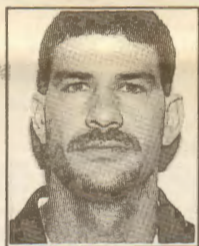


Pensioner Claude J. Dockrey, 70, passed away April 24. Born in Shawnee, Okla., he started his SIU career in 1966 in the port of Wilmington, Calif. His first ship was the *Vantage Progress*, a Pioneer Maritime Corp. vessel. Brother Dockrey sailed in the deck department and upgraded his skills in Piney Point, Md. He graduated from the bosun recertification program there in 1988. Prior to his retirement in November 1994, he signed off the *Sea-Land Innovator*. He made his home in Shawnee.

JOSEPH J. GADSEN

Pensioner Joseph J. Gadsen, 81, died April 5. Brother Gadsen first sailed with the MC&S in 1951. Born in South Carolina, he worked in the steward department, last sailing aboard the *President Coolidge*, operated by American President Lines. A resident of New York, he retired in July 1975.

TERRY HILTON



Terry Hilton, 27, passed away April 18. A native of Mississippi, he began sailing with the Seafarers in 1991 from the port of New York. His first ship was a Pacific Gulf Marine vessel, the *Pioneer Contractor*. Brother Hilton worked in the deck department, last sailing aboard the *Maersk Colorado*. He was a resident of Vanleave, Miss.

DONALD JOHNSON



Donald Johnson, 52, died April 12. Born in Alabama, he first sailed with the SIU in 1974 in the inland division and later transferred to deep sea vessels. He worked in the steward department and upgraded his skills in Piney Point, Md. A resident of Pascagoula, Miss., he last shipped in 1995 aboard the *USNS Regulus*, a Bay Ship Management Co. vessel. From 1969 to 1970, he served in the U.S. Army.

ROY E. JONES



Pensioner Roy E. Jones, 75, passed away April 10. He joined the Seafarers in 1952 in the port of Baltimore. His first ship was the *Jefferson City*, operated by Victory Carriers. A native of South Carolina, he sailed in the engine department. His last ship was the cable ship *Long Lines*. During World War II, he served in the U.S. Navy from 1942 to 1945. Brother Jones was a resident of Baltimore and began receiving his pension in August 1988.

CHARLES P. LORD



Pensioner Charles P. Lord, 85, passed away April 23. Born in Illinois, he joined the Seafarers in 1944 in the port of New York. He sailed in the engine department and upgraded to a licensed officer. Prior to retiring in August 1978, Brother Lord sailed aboard the *Overseas Anchorage*. He was a resident of Orange City, Fla.

FRED MARTIN

Pensioner Fred Martin, 85, died July 6, 1998. He started his career with the MC&S in 1947 in the port of San Francisco. The New York native worked in the steward department, last sailing aboard the *President Taylor*, an American President Lines vessel. Brother Martin made his home in San Francisco and retired in February 1972.

MONT McNABB

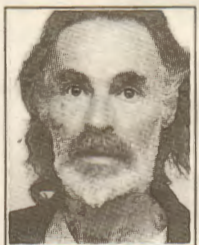


Pensioner Mont McNabb, 76, passed away March 31. Brother McNabb began sailing with the Seafarers in 1946 from the port of Baltimore. A native of North Carolina, he worked in the deck department, last sailing aboard a *Sea-Land Service* vessel. During World War II, he served in the U.S. Navy from 1942 to 1945. A resident of San Francisco, Brother McNabb started receiving his pension in January 1976.

COSIMO MELPIGNANO

Pensioner Cosimo Melpignano, 73, passed away March 23. Born in Italy, he graduated from the Andrew Furuseth Training School in 1959 and joined the Seafarers in the port of New York. He sailed in the engine department and frequently upgraded at the union's school in Piney Point, Md. Brother Melpignano returned to his native country when he retired in January 1983.

ROBERT W. MEREDITH



Pensioner Robert W. Meredith, 74, died March 23. He joined the SIU in 1967 in the port of New York. His first ship was the *East Point Victory*, operated by Hudson Waterways. Born in California, he sailed in the deck department. Prior to his retirement in April 1993, he signed off the *Sea-Land Innovator*. Brother Meredith was a resident of LaPine, Ore.

JOHN G. MERLO



Pensioner John G. Merlo, 86, passed away February 11. Brother Merlo began his career with the MC&S in 1946 in Portland, Ore. He first sailed aboard the *Drew Victory*. Born in Italy, the steward department member last sailed on the *Mariposa* before retiring in August 1978. Brother Merlo made his home in Rupert, Idaho.

GEORGE P. MULLEN

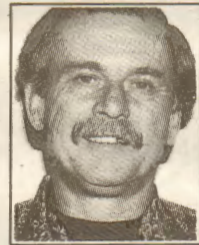
Pensioner George P. Mullen, 86, died

November 10, 1998. He first sailed with the MC&S in 1955, aboard the *President Johnson*, an American President Lines vessel. Prior to his retirement in February 1977, the steward department member sailed aboard the *Colorado*. Born in New York, Brother Mullen was a resident of Wickenburg, Ariz.

ROBERT M. POWERS

Robert M. Powers, 62, died April 25. Born in Pennsylvania, he graduated from the MC&S training school in Santa Rosa, Calif. and joined the MC&S in 1972 in the port of San Francisco. Starting out in the steward department, Brother Powers later transferred to the engine department and upgraded his skills in Piney Point, Md. A resident of Honolulu, he last sailed aboard the *Sea-Land Trader*. From 1956 to 1959, he served in the U.S. Marine Corps.

JACK D. ROBISON



Jack D. Robison, 55, passed away April 23. Brother Robison began sailing with the Seafarers in 1987. His first ship was the *USNS Triumph*, operated by Sea Mobility. A native of Washington and a resident of Spanaway, he sailed as a member of the deck department. From 1961 to 1965, he served in the U.S. Navy.

EDWARD J. SINGLETARY



Pensioner Edward J. Singletary, 85, died May 7. He began his sailing career in 1937, prior to joining the SIU in 1939 as a charter member. He sailed from the port of New Orleans. During his career, he worked in the engine department and was active in union organizing drives. Prior to his retirement in August 1964, Brother Singletary signed off the *Penn Vanguard*, operated by Penn Maritime Co. He made his home in Bay Saint Louis, Miss.

MARTIN E. SNYDER

Martin E. Snyder, 42, passed away April 29. A native of Maryland, he graduated from the Seafarers Harry Lundeberg School's training program in 1977 and joined the SIU in the port of Piney Point, Md. His first ship was the *Banner*. Brother Snyder worked in the deck department and upgraded his skills at the school. A resident of Baltimore, he last sailed aboard the *Richard G. Matthiesen*, operated by Ocean Ships, Inc.

ROBERTO G. TIAMSON



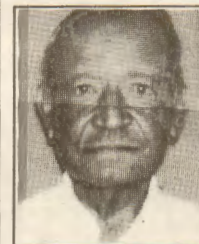
Pensioner Roberto G. Tiamson, 81, died May 3. Born in the Philippines, he joined the SIU in 1948 in the port of New Orleans. He worked in the engine department and upgraded his skills in Piney Point, Md. Prior to his retirement in February 1980, Brother Tiamson last sailed aboard the *Santa Mariana*, a Delta Steamship Lines, Inc. vessel. He was a resident of San Francisco.

EDWARD TINSLEY

Pensioner Edward Tinsley, 67, passed away May 17. Brother Tinsley began sailing with the Seafarers in 1964 from the port of Seattle. Born in

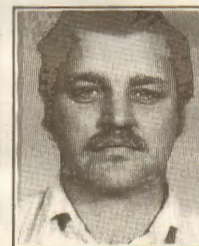
Missouri, he sailed in the steward department and upgraded his skills in Piney Point, Md. and graduated from the steward recertification program there in 1982. Brother Tinsley last sailed aboard the *Liberty Spirit*, a Liberty Maritime Corp. vessel, before retiring in January 1991. He made his home in Seattle.

FERNANDO VALLE



Fernando Valle, 64, died April 26. He started his career with the SIU in 1963 in the port of New York. He first sailed aboard the *Mermaid*. During his career, he worked in the deck and engine departments and was active in union organizing drives. Brother Valle was a resident of Bayamon, P.R.

FREDERICK VOGLER



Frederick Vogler, 55, passed away April 18. A native of California, he joined the Seafarers in 1967 in the port of San Francisco. His first ship was the *Long View Victory*. Brother Vogler sailed in the engine department and frequently upgraded at the union's school in Piney Point, Md. Before retiring to Chino, Calif., he sailed aboard the *Sea-Land Innovator*. From 1960 to 1964, he served in the U.S. Navy.

LYLE W. WILLIAMSON



Pensioner Lyle W. Williamson, 78, died April 4. Born in Illinois, he first sailed with the SIU in 1951. During his career, he worked in the engine department and was active in union organizing drives. A veteran of World War II, he served in the U.S. Navy from 1939 to 1945. Brother Williamson was a resident of Harbor City, Calif. and began receiving his pension in October 1969.

INLAND

DENNIS L. COX



Dennis L. Cox, 33, passed away October 9, 1998. A native of Texas, he joined the Seafarers in 1982. Boatman Cox worked in both the engine and deck departments and last sailed aboard a G&H Towing Co. vessel. He was a resident of Brazoria, Texas.

BENJAMIN F. ROUGHTON



Pensioner Benjamin F. Roughton, 74, died April 15. He joined the SIU in 1961 in the port of Norfolk, Va. Born in North Carolina, he worked as a tugboat captain, last sailing aboard a Curtis Bay Towing Co. vessel. Boatman Roughton made his home in Chesapeake, Va. and began receiving his pension in September 1984.

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.

GUAYAMA (Navieras NPR), March 24—Chairman Ray Gorju, Secretary Richard E. Hicks, Educational Director Francis C. Quebedeaux. Chairman reported March 26 arrival and payoff of ship in Jacksonville, Fla. He reminded crew members to separate plastic items from regular trash. Discussion held regarding anti-terrorist courses mentioned in president's report in *Seafarers LOG*. Educational director urged crew to take advantage of that course and others offered at Paul Hall Center in Piney Point, Md. Some disputed OT reported in engine department. None in deck or steward departments. Vote of thanks given to steward department for job well done.

ROVER (Intrepid Shipping), March 14—Chairman Daniel P. Hecker, Secretary Juan B. Gonzales, Educational Director Vernon Edwards, Deck Delegate Richard R. Grubbs, Engine Delegate Clarence A. Knight, Steward Delegate Don Drew. Chairman thanked all hands for professional work. Some disputed OT reported in deck department; none in engine or steward departments. Request made for more reading material as well as spare VCR and new furniture for crew lounge. Repairs needed to lifeboats and ship's steps.

BLUE RIDGE (Crowley Petroleum Transport), April 18—Chairman Al Alwaseem, Secretary Ron Malozi, Educational Director Charlie Dahlhaus, Deck Delegate James Barrett, Steward Delegate Chris Boronski. Bosun announced payoff in Houston. He recommended everyone read president's report in *LOG*. New mattresses received and distributed. Secretary noted stores arriving in Houston with plastic refuse and soiled linen being offloaded. He reminded crew members to dispose of plastic items in proper receptacles and not dump trash in water. Treasurer announced \$150 in ship's fund. Some disputed OT reported in engine department; none in deck or steward departments. Request made for new VCR for crew lounge. Steward department thanked for excellent food service. Steward, in turn, thanked crew for great job and hard work.

HMI DEFENDER (Hvide Marine), April 25—Chairman Juan Castillo, Secretary Steven Wagner, Educational Director Richard Gracey, Deck Delegate John Yates, Engine Delegate Patrick Carroll, Steward Delegate Ernie Batiz. Chairman announced captain holds payoff at first port after or on last day of each month. He urged everyone keep safety a top priority. Secretary stressed importance of upgrading skills at Paul Hall Center. No beefs or disputed OT. Several suggestions made to be sent to contracts department. First is not to hold up payoff waiting for patrolman due to short stay in port and frequency of payoffs. Second is to have more flexibility in vacation time. Third is if someone wants to contribute more funds to money purchase pension plan, they should somehow be able to do it through vacation checks. Final asked for review of retirement age. Engine room members

reminded to use starboard entry into engine room after 1800. All hands asked to help DEU by keeping heads and showers clean on main deck. Next ports: Tampa, Fla. and Lake Charles, La.

EL MORRO (IUM), April 27—Chairman Steven Copeland, Secretary Kris A. Hopkins, Educational Director F. Dougherty, Deck Delegate Angelo Wilcox Sr., Engine Delegate Daniel Campbell, Steward Delegate Robert G. Mashmeyer. Secretary stated exercise equipment purchased last trip and thanked all those who donated funds. Educational director urged members to upgrade at Paul Hall Center. Treasurer announced \$20 in ship's fund. No beefs or disputed OT reported. Crew requested clarification on ship's organizational status. They also asked for bus to provide transport to and from gate and ship in Blount Island. Vote of thanks given to vacation-bound steward. Steward, in turn, thanked his crew—Chief Cook Mashmeyer and SA Porifio Alvarez—for hard work. Next ports: San Juan, P.R. and Jacksonville, Fla.

LIBERTY STAR (Liberty Maritime), April 26—Chairman Angel L. Rivera, Secretary Lee N. Frazier, Deck Delegate Stanley Daranda, Engine Delegate Frank T. Kraemer. Secretary announced payoff April 28. Fresh provisions expected at dock. Next trip is to Haifa, Israel—approximately 45 days. Educational director reminded crew members to donate to SPAD and also that it's never too late to attend union upgrading classes in Piney Point. No beefs or disputed OT reported. Steward department given vote of thanks for very good work.

MAYAGUEZ (Navieras NPR), April 25—Chairman Mike Carrano, Secretary Gwendolyn Shinholster, Educational Director Michael Martykan. Chairman announced payoff in Jacksonville, Fla. April 30. He urged members to read *LOG* and keep up on union rules, policies and new issues. Secretary advised everyone to attend Paul Hall Center and utilize "everything our union has built for its membership." Educational director stressed safety aboard ship (including removal of lint from dryer which can lead to fire) and also reminded crew to better their skills at Piney Point. No beefs or disputed OT reported. Suggestion for contracts department to look into vacation pay after 60 days' seetime. Crew also requested clarification of STCW expiration and submitting TRBs for signoff at sea. Vote of thanks given to steward department for job well done. Crew asked for second dryer and new couch.

MAERSK TENNESSEE (Maersk Line), April 25—Chairman Mark Holman, Secretary Dwight Wuerth, Educational Director Pat Scott, Deck Delegate Anthony E. Simon, Engine Delegate Jean C. Horne, Steward Delegate Stephanie K. Hendrick. Chairman read president's report from March *LOG* and discussed with crew. He announced payoff in Charleston,

S.C. April 28 and mentioned new mattresses and room refrigerators on order. Chairman saluted GVA Jean Horne on acquiring GED. Secretary mentioned he was at MTD meeting in Miami where discussion was held regarding new ships and new jobs and that SIU was commended for job well done in past for manning needed vessels to support U.S. troops. Educational director reminded everyone to keep documents up to date and report any possible safety hazards (like cables in or near water). Treasurer announced \$195 in ship's fund. No beefs or disputed OT reported. Request made to check money purchase pension plan contributions from Maersk and to decrease seetime needed for vacation and retirement. Crew members also advised to keep shots updated so as to avoid illness while in South America. Vote of thanks from chairman to entire crew for pulling together to make good voyage and to Chief Cook Hendrick for job well done.

OVERSEAS CHICAGO (Alaska Tanker Co.), April 26—Chairman Jessie L. Mixon, Secretary Gregory S. Lynch, Educational Director Mark Sawin, Deck Delegate Ahmed A. Mihakel, Engine Delegate Edward Wisenahant, Steward Delegate Mario A. Firme. Chairman announced payoff after discharge of cargo in Anacortes, Wash. Discussed formation of new company, Alaska Tanker Co. (based in Beaverton, Ore.), from merger of Maritime Overseas Corporation and Keystone Shipping. Awaiting word from union as to effect merger will have on membership. Secretary assured crew members that contract still good through June 16, 2001. Ship rerouted from Richmond, Calif. to Ferndale-Cherry Point for cargo offloading. Educational director reminded members to be aware of necessary training requirements for tanker shipping and keep endorsements updated. No beefs or disputed OT, although watchstander requested clarification of wheel relief during watch. Crew noted communications from Contracts VP Augie Tellez regarding vacation plan. Vote of thanks to steward department for job well done.

OVERSEAS OHIO (Alaska Tanker Co.), April 19—Chairman Tim Koebel, Secretary Jeff Smith, Educational Director Byron Elliott, Deck Delegate Carl Sands, Engine Delegate Mike McNally. Chairman read letter from VP Contracts Augie Tellez regarding resolution of longtime dispute over what constitutes cargo watch for bosun and day men. He also announced ship now operated by new company, Alaska Tanker, and had no word as yet on how this would affect existing contract. Forms for upgrading, medical, vacation, registration available from bosun. Crew related beefs with captain regarding reimbursements for travel. Discussion held on new passenger and tanker vessels mentioned in April *LOG*. Suggestion made that contracts department look into having vacation payable after 90 days seetime. Room inspection policy of obtaining slip signed by steward or bosun and given to captain to be continued. Crew requested tape rewinder. Vote of thanks given to steward department for extra effort and fine cuisine. Next ports: Ferndale and Tacoma, Wash.

SEA-LAND CRUSADER (Sea-Land Service), April 22—Chairman Roberto Diaz, Secretary Joseph P. Emidy, Educational Director Kevin Cooper, Deck Delegate Angel R. Camacho, Steward Delegate Luis A. Lopez. Everything running smoothly, according to chairman. Educational director encouraged crew members to upgrade at Piney Point. No beefs or disputed OT reported. Request

made for additional information on money purchase pension plan. Most members have not received statements regarding their accounts and also want to know how to withdraw or add to account. Next port: Elizabeth, N.J.

SEA-LAND ENTERPRISE (Sea-Land Service), April 23—Chairman Hayden Gifford, Secretary Franchesca Rose, Educational Director Ray Chapman, Deck

Patriot shipshape after period in yard. Vote of thanks also given to steward department for great job. Next port: Oakland, Calif.

SEA-LAND PERFORMANCE (Sea-Land Service), April 11—Chairman Jim Scheck, Secretary Ralph Thomas, Educational Director Win Rousseau, Deck Delegate Jose A. Tobio, Steward Delegate John M. Platts. Chairman noted everything running

Pfeiffer Galley Crew Earns Praise



The chief officer aboard the SIU-crewed *R.J. Pfeiffer* recently put in a good word for Seafarers who comprise the vessel's steward department. In a note to the *Seafarers LOG*, J.W. Bert commended the work of (from left) Chief Cook Ruti Demont, Chief Steward Philip Lau and Assistant Cook To-Nu Wallace. "This gang deserves a word of thanks and recognition for the outstanding job they have done in keeping all hands fat and sassy aboard the Matson flagship *R.J. Pfeiffer*. There is not a better feeder in the fleet." Apparently, they have a sense of humor, too, as evidenced by Demont's and Lau's T-shirts (which read in part, "You kill it, we grill it").

Delegate Manolo V. Delos Santos, Engine Delegate Elisana Silvano, Steward Delegate Romeo Manansala. Chairman and secretary stressed importance of attending upgrading courses at Paul Hall Center. New mattresses on order. No beefs or disputed OT reported. Next port: Oakland, Calif.

SEA-LAND EXPEDITION (Sea-Land Service), April 21—Chairman Mike Rivera, Secretary Pedro Laboy, Engine Delegate Jorge E. Bermeo, Steward Delegate Fernando L. Vega. Chairman urged crew members to upgrade skills at facility in Piney Point. He also stressed importance of supporting union by contributing to SPAD. No beefs or disputed OT reported. President's report from *LOG* regarding new passenger vessels read and discussed. This is monumental move for industry and shows our political strength in Washington, D.C. is paying off. Thanks given to Mike Sacco and union membership for hard work. Suggestion made to request contracts department look into raise in pension due to increased cost of living. Steward department thanked for excellent job, especially Steward Laboy for his exquisite culinary skills.

SEA-LAND PATRIOT (Sea-Land Service), April 11—Chairman Shawn T. Evans, Secretary Ruben Casin Jr., Educational Director B. Baltic, Deck Delegate Richard Volkart, Steward Delegate Horst Baetjer, Steward Delegate Ernest Polk. Chairman thanked crew for good trip. Suggested everyone read *LOG* to stay up-to-date on events in union and maritime industry. Educational director advised crew to watch safety films, report any damage or hazards to department head and upgrade skills at Paul Hall Center. Treasurer announced two new bicycles and dart board purchased for use by all. New movies expected in Long Beach, Calif. Some disputed OT reported in deck department. No beefs or disputed OT reported by engine or steward delegates. Request made for additional information on money purchase pension plan. Thanks given to GSU for getting

smoothly aboard ship with good crew and no beefs. Payoff expected in Jacksonville, Fla. Secretary recommended crew members upgrade at Piney Point every available opportunity and help job security by contributing to SPAD. Educational director advised all hands to keep pay vouchers and Coast Guard discharges in case of discrepancies about sea time. Treasurer announced \$80 in ship's movie fund. President's report from *LOG* read by chairman. Crew agreed that awareness of piracy should be concern of all seafarers. Thanks given to good steward department for job well done, especially for recent shrimp feast.

SEA-LAND PRODUCER (Sea-Land Service), April 21—Chairman Joel Lechel, Secretary David Cunningham, Educational Director Keith Jordan, Deck Delegate Danny Miller, Engine Delegate Victor Sapp, Steward Delegate Cliff Elliott. Bosun reminded everyone of April 23 payoff in Jacksonville, Fla. Also stated ship loading stores there for 28 days. Educational director reminded apprentices to keep learning, now that they have rotated into final department of their three-month stay aboard ship. Treasurer announced ship's fund is low. No beefs or disputed OT reported. Bosun read two letters from VP Contracts Augie Tellez about how to improve meetings aboard vessel as well as president's report from latest *LOG*. Suggestion made to ask contracts department to look into reducing seetime needed for retirement. DEU reminded everyone to help with housekeeping duties (return dishes to lounge, remove earplugs and paper towels from clothes prior to using washing machine, separate plastics from regular trash). Bosun thanked Chief Engineer Ed Robinson for preparing and cooking pig for last barbecue. He also thanked steward department for all their help as well in making "this barbecue hard to beat." Next ports: Jacksonville; San Juan, P.R.; and Rio Haina, Dominican Republic.

Letters to the Editor

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

Savannah Contributed To WWII Liberty Fleet

The following article about Liberty ships is something the members may enjoy reading.

I worked at Southeastern Shipyards, building some of these ships.

I signed on my first ship November 19, 1945 as an SIU member. It was the Liberty Ship *Augustus P. Loring*. I joined her in Charleston, S.C. We took a load of coal to France. While waiting at anchor off Le Havre, around Christmas, a mine sank a Robin Line ship. It was reported that no one was injured. I don't recall the ship's name, but it was close by us. We heard the explosion and felt the concussion.

I enjoy the LOG and look forward to reading it each month. Thank you for keeping all the readers well informed.

Pensioner Thomas A. Brown
Savannah, Ga.

Editor's note: The following article by James Mack Adams is reprinted, with permission, from the Islands Closeup section of the Savannah (Ga.) Morning News, May 6, 1999.

Their cargo holds bulging with supplies destined for foreign ports, they sailed the treacherous

and perilous wartime seas. Their distinctive silhouette and light armament made them easy prey for roaming German U-boat "Wolf Packs" and enemy dive bombers.

They were the Liberty Ships that composed America's Liberty Fleet that transported much-needed supplies to troops overseas during World War II.

The names "Liberty Fleet" and "Liberty Ship" were coined by Adm. Emory Scott Land, chairman of the United States Maritime Commission.

A total of 88 of these Liberty Ships were built in Savannah between 1942 and 1945. Each launching was a patriotic celebration attended by dignitaries and well-wishers. Cheers and applause erupted from the throng as each new ship was christened by a bottle of champagne before it slid down the slipway into the embrace of the waiting river.

They were given names to honor persons well-known in Georgia history such as the *SS Lyman Hall*, *SS Button Gwinnett*, *SS Casimir Pulaski*, *SS Florence Martus*, *SS George Whitefield* and others.

The christening and launch of the *SS Juliette Low* on May 13, 1944 was said to be especially festive. In the crowd were hundreds of Girl Scouts and their leaders. Given the honor of breaking the bottle of champagne across the bow was Juliette's niece, Mrs. Samuel C. Lawrence of Charleston, W.Va.

America's first Liberty Ship, the *SS Patrick Henry*, was launched from the port of Baltimore on September 27, 1941. Several hundred more of

these merchant vessels were built at American ports and put to sea during the course of the war. Many of them ended up at the bottom of the sea.

Just prior to America's entry into World War II, the U.S. Maritime Commission awarded shipbuilding contracts to several firms. One of these contracts was given to Savannah Shipyards, Inc.

To help its chances of being awarded the contract, the Savannah company built its own three-slipway yard—without any federal funding. This move, however, did little to change the commission's lack of confidence in the company's capital structure and management. Savannah Shipyards, Inc. was required to show full staffing and to complete the required facilities within 30 to 60 days, or risk losing the contract.

The company failed to meet the specified deadline, but the Japanese attack on Pearl Harbor prompted the Maritime Commission to re-evaluate the situation in Savannah. The commission was granted the authority to take possession of the project, complete the facilities, and award the management to a new company.

Savannah Shipyards, Inc. challenged this move in court, but their suit was unsuccessful. The company was awarded a substantial compensation.

In January 1942, a leading construction firm was engaged to complete the shipbuilding facilities. Management was turned over to a group of experts who reorganized the yard and renamed it Southeastern Shipbuilding Corp.

The first Liberty Ship to be launched from Savannah's Southeastern Shipyards in May 1942 was appropriately named the *SS James Oglethorpe*, for

Savannah's and Georgia's founder. Unfortunately, this first vessel did not survive the war. The *Oglethorpe* was torpedoed and sank as it crossed the Northwest Atlantic on a voyage from New York to England.

Only two other Liberty Ships launched from Savannah were sunk as the result of enemy action. They were the *SS John Treutlen* and the *SS Jonas Lie*. Most of the other vessels were either scrapped or converted to other uses at the end of the war.

During 1943, even though the Savannah facilities were only half completed, Southeastern delivered more Liberty Ships than any of its rivals.

The 88 vessels produced by Southeastern Shipyards during the war cost just over \$2 million each to build. The U.S. Maritime Commission paid the company a standard fee for each completed ship, and bonuses if they were completed earlier than scheduled.

Due to the fact there was little or no variation from one Liberty Ship to another, they could be produced in rapid cookie-cutter fashion. The typical Liberty Ship measured just over 441 feet in length and had a beam of just under 57 feet. They could carry about 9,000 tons of cargo at a top speed of 11 knots.

Since they were primarily merchantmen, and not intended as war ships, the vessels carried very light armament to fight off an attack. Their primary weapons were 20 mm and 40 mm guns, three-inch 50 caliber, and five-inch 38 caliber. On board was a detachment of 24 Navy seamen and one officer assigned to maintain and operate the guns.

The Southeastern Shipyards was Savannah's largest employer during World War II and wielded an enormous impact on the city's

wartime economy. It is estimated that a total of 46,766 workers were employed in shipbuilding in Savannah throughout the course of the war. This generated a total payroll amounting to \$112 million. Workers invested some of their pay to help finance the war by purchasing \$11 million worth of War Bonds.

Workers earned an average weekly pay of \$100—considered a very respectable wage in those days.

Because of the shortage of male workers, women worked alongside the men, performing tasks that had been previously considered "men's work."

Racial segregation being on firm footing in Savannah in the 1940s, African-American workers had little hope of rising above custodial or helper jobs.

People flocked to Savannah to work in the shipyards. As the wartime population of the city swelled from 96,000 to 175,000 between 1940 and 1944, new housing had to be constructed. Some of the housing projects were meant to be only temporary.

On September 13, 1945, the end of an era was marked by the launching of the *SS Half Knot*, the last Liberty Ship to depart Savannah.

After peace returned to the world, Southeastern was one of 14 shipyards closed and their properties sold by the War Assets Administration. The 95-acre site about two miles west of Savannah was purchased by the Savannah Port Authority and Industries Committee for \$357,112. The area was later occupied by Georgia Ports Authority, Union Camp and Intermarine USA.

The era of the Liberty Ships is an important part of Savannah's long and colorful maritime history.

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.

SEAFARERS PAUL HALL CENTER 1999 UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

| Course | Start Date | Date of Completion |
|--------------------------------------|------------------------------------|--------------------------------------|
| Able Seaman | September 20 | October 29 |
| Radar Observer/Unlimited | July 12 August 9 September 4 | July 23 August 20 September 15 |
| Radar Recertification (one day) | July 23 August 19 October 14 | |
| Automatic Radar Plotting Aids (ARPA) | July 26 August 23 October 18 | July 31 August 28 October 23 |

Engine Upgrading Courses

| Course | Start Date | Date of Completion |
|-----------------------------------|------------------------|-----------------------------|
| Fireman/Watertender & Oiler | August 9 October 11 | September 17 November 19 |
| Marine Electrical Maintenance I | September 20 | October 29 |
| QMED | September 13 | December 3 |
| Power Plant Maintenance | September 27 | November 5 |
| Refrigeration Systems Maintenance | November 8 | December 17 |

Steward Upgrading Courses

| Course | Start Date |
|--|--|
| Galley Operations/ Advanced Galley Operations (Every week, starting Jan. 11) | July 5, 12, 19, 26 August 2, 9, 16, 23, 30 September 6, 13, 20, 27 |
| Certified Chief Cook/ Chief Steward (Every other week, starting Jan. 11) | July 12, 26 August 9, 23 September 6, 20 |

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

Recertification Programs

| Course | Start Date | Date of Completion |
|-----------------------|------------|--------------------|
| Bosun Recertification | August 23 | October 4 |

Safety Specialty Courses

| Course | Start Date | Date of Completion |
|---|--|--|
| Tanker Familiarization/ Assistant Cargo (DL) | August 2 September 27 November 1 | August 20 October 15 November 19 |
| Basic Firefighting | July 12 August 2 September 27 October 18 November 22 | July 16 August 6 October 1 October 22 November 26 |
| Advanced Firefighting | July 12 August 2 September 13 November 8 | July 23 August 13 September 24 November 19 |
| Government Vessels | July 12 August 16 September 6 September 27 November 1 November 8 November 29 | July 30 September 3 September 24 October 15 November 19 November 26 December 17 |
| Lifeboatman/Water Survival | July 12 August 9 September 6 October 4 November 1 November 29 | July 23 August 20 September 17 October 15 November 12 December 10 |
| STCW Basic Safety (refresher) | July 12 July 26 August 2 August 9 August 30 September 20 September 27 October 25 November 1 November 8 November 22 November 29 December 13 | July 16 July 30 August 6 August 13 September 3 September 24 October 1 October 29 November 5 November 12 November 26 December 3 December 17 |
| Tankerman (PIC) Barge | July 26 | July 30 |

Academic Department Courses

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

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

| COURSE | BEGIN DATE | END DATE |
|--------|------------|----------|
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LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

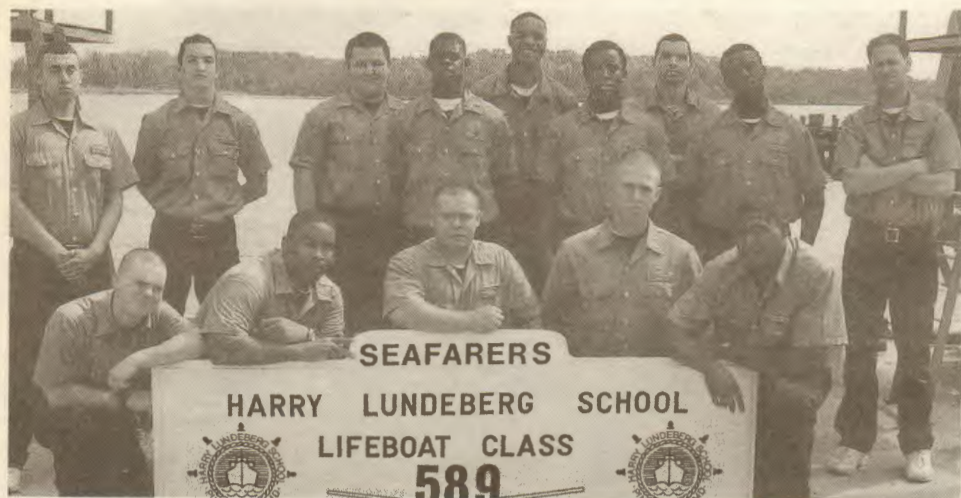
SIGNATURE _____ DATE _____

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

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

The Seafarers Harry Lundberg 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.

Paul Hall Center Graduating Classes



Unlicensed Apprentice Water Safety Class 589 — Graduating from unlicensed apprentice water safety class 589 are (from left, kneeling) James Miller Jr., Derek Henderson, Chad Partridge, Andrew Straka Jr., Christopher Green, (second row) Donald Arealo, Barry McCaslin II, Terry Rochester Jr., Jarian Hutchinson, DeMichael Dews, Ray Lewis Jr., Anthony Cruzvergara, Brent Morris and Lane Schroeder.



Basic Fire Fighting — Earning their basic fire fighting endorsements on April 16 are (in no specific order) William J. Bryan, Philip H. Diego, Hazel P. Galbiso, John J. Graham, Tina D. Larson, Michael R. LasDulce, Michael P. MacNiel, Isoline E. Major, Oscar Martinez, Rodolfo A. Orlanda, Kirt A. Pugh, Oscar L. Ramos, Elverne Ruter, Sonny O. Austria, Mohamed M. Wasel and Gary A. White.



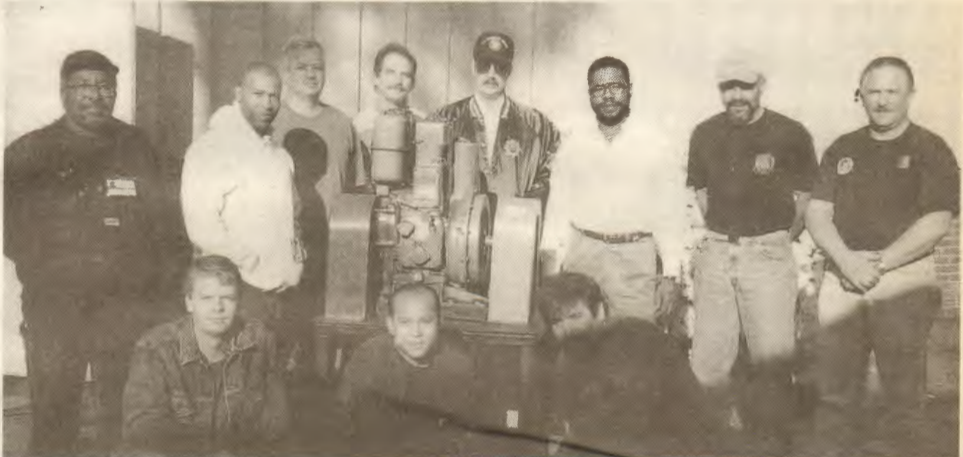
Basic Fire Fighting — Completing the basic fire fighting class on May 7 are (from left, kneeling) Juan Ortiz, Patricia Geras, Owen Carr, Curtis Hintze, (second row) Arthur Stewart, Edward Whitfield, Claude Hollings, Stormie Combs (instructor) and Douglas Flynn.



Advanced Fire Fighting — Marking completion of the advanced fire fighting course on April 30 with their instructor, John Smith (far left), are (from left, first row) Marijan Masnov, Demetrius Simmons, Amin Ali, David Gray, Terry Smith, Husain Ali, Edward Rynberg, (second row) Ronald Oyer, Elmer Prestidge, Thomas Lester, Stanley Garnett, Jose Guzman and Dennis Flynn.



STCW Basic Safety — Upgrading graduates of the STCW basic safety course are (from left, kneeling) William Allbiter, Derek Ross, Romulo Dalit, Roberto Contreras, Calvin Wagner, Malachi Tannis, Charles Tuck, Ella Hill, (second row) Oswald Chase, John Lavergne, Mike Croft, Ernest Costa, John Lee, Eddie Kilbury, Rodney McCaslin, Ed Lobb, Stormie Combs (instructor), (third row) Lee Rogers, Gilbert Martinez, Jake Jarrell, James Fleming, James Odekirk, Dennis Johnston, Brian Bailey, Rogers Trahan, Wallace Ashwood and Luis Bera.



Diesel Engine Technology — Receiving their certificates of completion from the diesel engine technology course on May 28 are (from left, kneeling) David Heavey, Leonides Bacal, Jorge Bonelli, (second row) Alphonse Thomas, Moses Mickens Jr., Jay Linx, Sheldon Greenberg, Ursel Barber, Lee Davis, Joe Vazquez and Ronald Oyer (instructor).



Marine Electrician Maintenance I — Engine department members receiving their marine electrical maintenance endorsements on April 16 are (from left) Howard Hendra, Dennis Adjetey, Mark Jones (instructor), Troy Fleming, Morris Jeff, Samuel Addo, Lonnie Carter, James Art and Rebecca Gaytan.



Tankerman (PIC) Barge - Maritrans — Boatmen who sail aboard Maritrans vessels completed the tankerman (PIC) barge course in Philadelphia on April 16. They are (in no specific order) William Richardson, George Lynch III, Karl Goldsword, Anthony Matthews, Ronald Oyer, Randall Johnson, John Dean, Timothy Purdy and William Conger.

Tanker Familiarization/Assistant Cargo (DL) — Earning their graduation certificates for completion of the tanker familiarization/assistant cargo (DL) course on April 30 are (from left, first row) Jim Shafer (instructor), Owen Carr, Richard Buchanan, James Prado, Pati Taototo, James Furby, Fahad Yahya, Anthony Jordan, Antonio Cooks, (second row) Christopher Barrow, Joseph Sotelo, Timothy Bixby, Joshua Davenport, Aaron Thomas, Thomas Larusso, Nabil Ahmed, Cole Bridwell, Christopher Ledlow, Clifton Doonis, (third row) Michael Snow, Joel Encarnacion, David Horton and Daniel Buffington.

Paul Hall Center Graduating Classes



Water Safety — Upgrading ABs who successfully completed the water safety class on April 2 are (from left, first row) Artis Williams, Alfred McIntyre, Jeffrey Peterbridge, Melvin Stegall, Billy Pinkston, (second row) Kevin Russell, Dionisio Batiz, Monte Burgett, Michael Payne, Denny Lewis, (third row) Raymond Kane, Thong Dinh, Byron Manuel, Abdul Hassan, Tommy Cuffee, Morgan Browne, (fourth row) Tom Gilliland (instructor), Laura Cash and Deborah Sutton.



Chief Cook — Completing one of the required modules in the chief cook course are (from left) Cleotilde Mejia, Curtis Williams, Instructor-Chef John Dobson, Bienvenido Pagan, Alba Ayala, Dulip Sookhiram and Jasper Jackson.



Galley Operations — Finishing one of the required two-week modules in the galley operations curriculum are (from left) Mohamed Methunna, Tina Larson, Hazel P. Galbiso, Bryan Powell, Patricia Geras, John Lee and Instructor-Chef Ed White.



Welding — Engine department members completing the welding course on May 7 are (from left, first row) Samuel Addo, Kwasi Manu, Juntin Valencia, Mark Dumas, Sterling Adams, (second row) Lonnie Carter, Dennis Adjetey, Troy Fleming, Morris Jeff, Buzzy Andrews (instructor) and Ronald Garber.



Chief Cook — Upgraders graduating from a module in the chief cook course pose with their instructor, Chef John Hetmanski (far left). The students are (from left) Donald Huffman, Louis Morris and Jimmy White.



Galley Familiarization — Unlicensed apprentices from class 588 complete their introduction to the galley department with Instructor-Chef Shannon Twigg (right). They are (from left, first row) Fahd Alsoofi, Pedro Ortiz, William Rozier, Martin Vargas Jr., James Brown, Ramon Thomas, (second row) James Brosher, Samuel Giles, Michael Humphrey Jr., Bruce Weathers and Marion Collins.

Practicing Damage Control



Students in a government vessels course learn damage control techniques, in this case how to stop leaks in a pipe.



Government Vessels — Upgrading graduates of the government vessels course on May 7 are (from left, front row) Wilfredo Acevedo, Juan Rivas, Tawnia Stucker, Glenn Williams, Edward Nelson, Mark Downey, Steve Kastel, Brian Isenstadt, Thomas Grosskurth, Victor Beata, Robert Wiles, Anthony Sabatini, Sean Cripps, (second row) John Gamache, Dana Washington, Ken Gilliam, (third row) Melvin Ratcliff, Andrew Seabon, Damon Panker, Jomo Young, Barry Larkin, Justin VonSprecken, Jason Gay, Philip Noto II and Carlos Ortiz.



The

www.seafarers.org

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Seafarers Log

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

Summer at the Point

There is still time to plan a family holiday this summer at the Paul Hall Center in Piney Point, Md. For additional information, see page 10.



AB Steve Dieken (left) and AB Mike DeCarlo (right) receive their union books from Port Agent John Cox at the Wilmington hall.



A service honoring U.S. merchant mariners took place May 22 at the American Merchant Marine Veterans Memorial (far left) in San Pedro, Calif. Above, SIU Wilmington Port Agent John Cox stands before the wreath presented by the Seafarers International Union. The event also marked the tenth anniversary of the dedication of the memorial on a site which soon will be home to the first National Merchant Marine Memorial Wall of Honor. The wall will list the names of the ships and the brave mariners who sacrificed their lives for their country during World War II and subsequent conflicts.

Seafarers In and Around the Port of Wilmington, Calif.

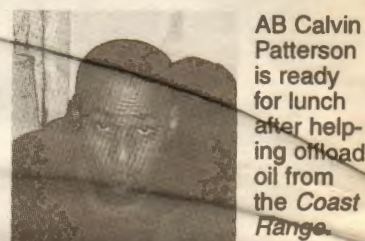
With the port of Los Angeles/Long Beach, Calif. being America's largest and most active harbor complex, there is always something different going on at or around the Seafarers hall in nearby Wilmington.

SIU officials are on hand to service incoming ships; register and dispatch members to crew the many vessels calling on the southern California port; help

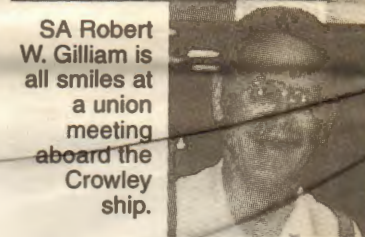
Seafarers file vacation, medical, pension and upgrading forms; and take care of other union business as needed.

Officials and members also represent the union in rallies, picket lines and special events such as Maritime Memorial Day.

The photos on this page show some of the recent routine and not-so-routine activities of Seafarers while in port.



AB Calvin Patterson is ready for lunch after helping offload oil from the *Coast Range*.



SA Robert W. Gilliam is all smiles at a union meeting aboard the *Crowley* ship.

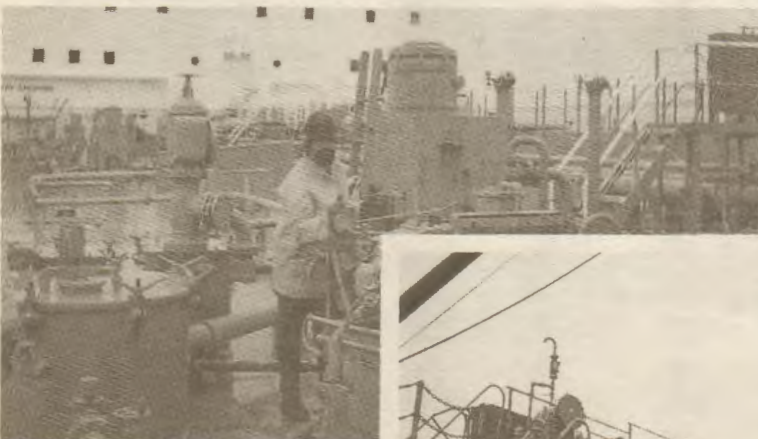


DEU Mark Ciciulla (left) and his brother, Second Pumpman Giuseppe Ciciulla, catch up on the latest union news during their break aboard the *Coast Range*.

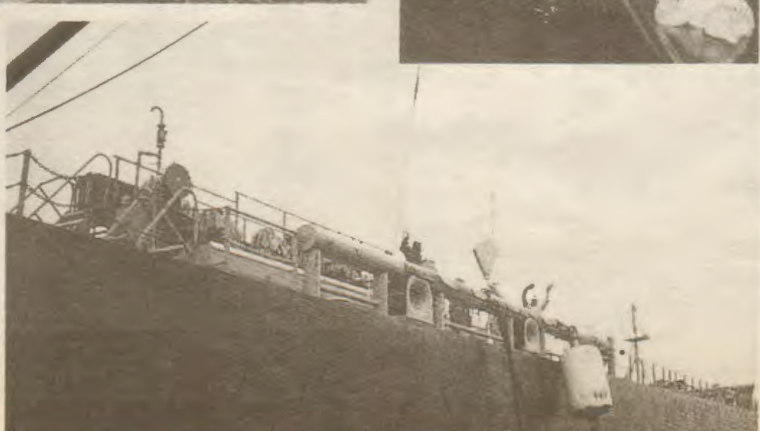


Above, two new members from *Gulf Caribe*, which runs a taxi service and assists in bringing ships into the moorings, are Operator Chad Thomas and Deckhand Tom Matlock.

Right, preparing lunch for a hungry crew aboard the *Coast Range* is Chief Steward Hans F. Schmuck.



Above, AB Tom Filippone operates a winch to bring a submarine line (right) aboard the deck of the *Coast Range*. The *Crowley Petroleum* Transport vessel was at the El Segundo moorings, preparing to discharge its cargo to the nearby Chevron refinery.



On a break after securing the *Coast Range* at the El Segundo moorings are (from left) Bosun John Mossenberger, AB Rudolph Hernandez and AB Mike Ortiz.



William J. Dean, bosun aboard the *Sea-Land Defender*, is happy to be in port.



Bosun Kenneth McGregor stops in at the Wilmington hall to go over some paperwork.



At the top of the *Crowley Petroleum* vessel's gangway are (from left) AB Paul Wills, SIU Wilmington Port Agent John Cox and SA Plaridel Cadiz.



Richard Walker, chief cook aboard the *Coast Range*, has the ship's grill sizzling.