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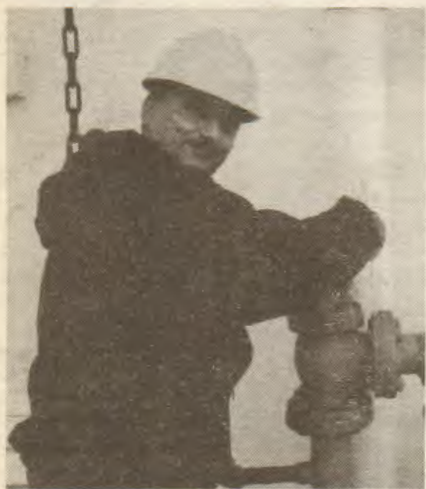
Seafarers Log

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



SIU members and their families on April 8 celebrated the grand opening of the SIU's new union hall in the New Orleans suburb of Harvey, La. (pictured above). The building, located at 3911 Lapalco Blvd., drew very positive reactions from the approximately 250 in attendance. Seafarers particularly praised the new hall's accessibility, cleanliness and layout. Joining the festivities were (left photo, from left to right) SIU VP Contracts Augie Tellez, QMED Clarence Scott, SIU President Michael Sacco, Recertified Bosun Teddy Bush and his wife, Kathy, AB Lee Selico and his wife, Edwina, and Teddy and Kathy's sons, Isaac and Morocco (front). Pages 3, 9.

Family-Friendly SIU Hall Opens In New Orleans



Lakes Seafarers Kick Off Season

Though still impacted by foreign steel dumping (see page 2), the Great Lakes sailing season is in full swing. Among the Seafarers crewing vessels on the Lakes are Deckhand Mohamed Mohsin (left photo, aboard the *American Mariner*) and AB Jeff Johnson (right, on the *Sam Laud*). Page 7.

NMU Members Praise Paul Hall Center



NMU upgrader Owen Carr thanks SIU President Michael Sacco for the hospitality he and other NMU members have received since beginning classes at the Paul Hall Center. NMU members started taking classes at the center last month as part of the affiliation of the National Maritime Union with the SIUNA. Between them are NMU President René Lioanije and NMU upgrader Fahd Yahya. Page 4

Maritime Unions Reaffirm Readiness

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Fire Fighting School Opens This Month

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President's Report

Looking Ahead

Preparing for the future is more than a slogan in the SIU. It's our way of life.

As this decade nears its end, the groundwork we laid during the 1990s already is paying off for a vibrant beginning to the next century.



Michael Sacco

Our primary focus has been jobs, and being able to handle the influx of Seafarers to crew the new liner ships, tankers, passenger vessels and tugboats that have been—and will be—coming under SIU contracts.

The latest example of planning ahead and being prepared came last month when the new hiring hall for New Orleans opened its doors.

This beautiful, newly refurbished facility, located in the West Bank suburb of Harvey, shows the commitment the SIU has made to meet the challenges of the next century. The inviting atmosphere in the hall will encourage members to bring their families when they come to the hall. There is plenty of on-site parking—a need cited by many members who had shipped out of the old hall.

This is the fourth new facility to open since 1994 when the Brooklyn hall moved down the street to its present location. In 1995, the SIU moved into its new location in Fort Lauderdale. The following year, the Seattle hall transferred to Tacoma to be closer to the port. Since then, we also have renovated the Norfolk hall and are working on our Wilmington site.

But the SIU does not intend to stop there. We look forward to announcing soon new facilities for Seafarers who sail out of Baltimore and Puerto Rico.

All of this has been done with the members and their needs in mind.

Regarding jobs, what could be more exciting than the passenger ships that were announced last month in the *LOG*?

The contract signed in the U.S. Capitol between American Classic Voyages and Ingalls Shipyard is dynamic proof of the revitalization of the U.S.-flag commercial fleet, a campaign the SIU has been leading throughout the 1990s. The early work paid off with the passage of the Maritime Security Program in 1996. Now we are witnessing how that faith in the U.S. merchant fleet is expanding.

In that same April issue of the *LOG* which announced the passenger ships, we saw Seafarers crew a new Double Eagle tanker, a series of tractor tugs and a roll-on/roll-off vessel.

During the last half of this decade, SIU members have climbed the gangways to a great many ships, including the new fleet of military repositioning vessels.

And there is more to come.

Not only is there one more Double Eagle tanker due out of the shipyard, but SIU-contracted Delta Queen Steamboat Co. plans to launch the first in its fleet of coastal passenger ships sometime next year.

As always, Seafarers will be prepared for these jobs aboard the new vessels thanks to the upgrading program at the Paul Hall Center's Lundeberg School of Seamanship.

The school's staff constantly is improving the curriculum to make sure SIU members receive the latest information and can work with the newest technologies when they return to their vessels.

The school also has been the industry leader in providing oil spill prevention and containment classes, developing the Coast Guard-accepted training record book and offering approved STCW self-certification courses.

Later this month, the center will open the Joseph Sacco Fire Fighting and Safety School, the most up-to-date training facility in the world for learning how to battle shipboard blazes. Once again, Seafarers will benefit thanks to the union's and the school's commitment to the future.

Now, one more group of American mariners will benefit. We are pleased to welcome the members of the National Maritime Union, who began taking classes at the center last month. They have been very impressed with the facilities and with all the SIU members they have met.

During a recent visit to the school with NMU President René Lioeanjie, several NMU members pulled us aside to say they have never been treated better at any of the other training schools they have attended as they have at the Lundeberg School.

I thank the staff of the school and the Seafarers who are upgrading for welcoming our NMU brothers and sisters.

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Big News Comes in Threes For Avondale, Newport News

OSHA Fines New Orleans Yard; Steelworkers Strike in Virginia; General Dynamics Bid Rejected

There were three major developments last month concerning New Orleans-based Avondale Industries and Newport News (Va.) Shipbuilding.

The most recent occurred April 15, when the Department of Defense announced its opposition to General Dynamics Corp.'s proposed \$2 billion acquisition of the Virginia shipyard. The company immediately halted its bid, clearing the way for a previously planned merger between Newport News and Avondale.

The other stories concerned \$537,000 in new fines levied against Avondale by the Occupational Health and Safety Administration (OSHA) for nearly 500 "serious and willful" hazardous conditions at the shipyard; and a strike by members of the United Steelworkers of America (USWA) at Newport News.

AFL-CIO President John Sweeney applauded the Pentagon's decision opposing the General Dynamics acquisition, but quickly pointed out the need to correct those other issues at the respective yards.

Rejecting the General Dynamics takeover "appears to be based on sound judgment and on a thorough examination of the long-term implications of such a deal to America's shipbuilding workers, the economy and our nation's defense," stated Sweeney, who heads the national federation of trade unions.

He also said that the resultant likelihood of a Newport News-Avondale merger means "the U.S. Navy should do an immediate and thorough investigation at Avondale, a major U.S. Navy and Coast Guard vessel supplier. Avondale routinely ignores federal laws and battles federal agencies which aim to protect workers at the shipyard.... Yet even in the face of federal scrutiny, Avondale is recalcitrant, refusing either to acknowledge its wrongdoing or to follow OSHA's orders to make its shipyard safer."

The fine against Avondale announced by OSHA on April 5 was the second-largest in American shipbuilding history. OSHA cited Avondale for 473 separate instances of unsafe working conditions.

These include 266 instances of "willful" violations concerning uncovered manholes, unsafe scaffolding, unguarded high work areas, and improperly installed anchorage points to support workers when they work at great heights.

A "willful" violation is the most serious of OSHA's categories. It means that the company knew about the safety problem, knew it was a violation, and yet did nothing about it.

OSHA fined Avondale \$70,000—the maximum penalty—for each of the four broad categories of willful violations.

Seven workers have died at

Avondale since 1990, three of whom fell down manholes or from great heights. Avondale's death rate is three times higher than other shipyards with major Navy contracts.

Avondale Industries has received \$3.2 billion in Navy contracts since 1993. That year, the workers voted to form a union to make the shipyard safer, to bring their wages and benefits up to par with those of other shipyard workers, and to earn respect on the job.

In response, the company waged war on its workers—a federal judge found that Avondale broke the law more than 100 times during the union campaign and illegally fired 28 workers. Avondale has refused for nearly six years to abide by their workers' choice and negotiate with the union, thus continuing a pattern of resistance to federal laws protecting workers.

Meanwhile, at Newport News, 9,200 Steelworkers went on strike April 5. The key issues are hourly wages and pension benefits.

"We've bent over backward so much, our head's almost touching the ground," said the president of USWA Local 8888, Arnold Outlaw. "There's not much further we can go."

Sweeney pointed out that Newport News "just announced first quarter profits of \$18 million on top of the \$66 million profit for 1998. In addition, the company has access to a \$150 million pension surplus. Given the company's financial success after years of wage freezes and worker concessions, the time has come for fair treatment for workers at Newport News."

Steel Dumping Bill Advances to Senate House Passes Legislation to Curb Illegal Imports

With strong bipartisan support, the House of Representatives on March 17 approved legislation designed to curb record levels of illegal steel imports that are wiping out American jobs. By a vote of 289-141, the House passed the Steel Import Limitation bill (H.R. 975), then sent it to the Senate. Consideration of the bill in the Senate may occur this month.

The SIU strongly supports the measure and encourages Seafarers and their families to contact their senators and ask them to pass it. (The SIU web site, <http://www.seafarers.org>, includes links to Senate email addresses. To contact the Senate by telephone, dial 1-202-224-3121.)

Seafarers on the Great Lakes have felt the impact of dumped foreign steel since last year. As foreign nations in the midst of economic crises illegally sold their product to the U.S. at below production costs (a practice known as dumping), prices became depressed throughout this nation.

That, in turn, slashed American steel companies' income and forced massive layoffs. Altogether, more than 10,000 U.S. steelworkers have been laid off or have lost their jobs because of this crisis.

It also meant reduced cargo movement on the Great Lakes, because many of those materials are used in steel production. Hence, last year's sailing season prematurely ended, and this year's kicked off later than expected.

Statistics tell part of the story:

■ Last year, steel imports from Japan more than doubled, while imports from South Korea were up 90 percent.

■ Imports from Japan, Russia and Brazil currently account for more than 25 percent of U.S. sales of hot-rolled steel—up from only 4.3 percent in 1995.

■ The dumping drove down U.S. steel companies' income by 60 percent for the first half of last year.

In publicizing the problem, the United Steelworkers of America (USWA) pointed out that other countries limit steel imports with deterrents

such as government quotas and mill-to-mill agreements. The U.S. does not use such methods, leaving the nation vulnerable to dumping.

After the House passed H.R. 975, USWA President George Becker commented, "The Congress of the United States not only opened up their eyes to what was happening, they opened up their hearts for the workers and their families and the community.... We're on to the Senate, and we're going to go at it with the same intensity, the same fervor that we went with this one."

The Steelworkers, backed by the AFL-CIO, pushed the bill for a year and a half.

The Steel Import Limitation bill directs the President to impose quotas, tariff surcharges, or negotiate enforceable voluntary export restraint agreements in order to ensure that the volume of imported steel products during any month does not exceed the average volume of imported steel for the 36-month period preceding July 1997. It also directs the secretaries of the treasury and of commerce to implement a program for administering and enforcing the restraints on such imports.

Additionally, the legislation authorizes the customs service to refuse entry into the U.S. customs territory for a three-year period any steel products that exceed their allowable levels.

The bill also directs the secretary of commerce to establish and implement a steel import notification and monitoring program. It requires anyone who intends to import steel products into the United States to first obtain an import notification certificate; sets forth certificate requirements; and directs the secretary of commerce to publish on a weekly basis through the Internet certain information obtained from steel import notification certificate applications regarding imported steel, including country of origin, the port of entry, quantity, value of steel imported, single producer or exporter countries, and whether such imports are entered into a bonded warehouse or foreign trade zone.

Maritime Unions Reaffirm Support For American Forces in Balkans

Military Plots Strategy for Possible Sealift Campaign in Eastern Europe

As military planners design strategies for possibly bringing supply ships to Mediterranean ports in Eastern Europe, the presidents of the nation's maritime unions have reminded President Clinton the U.S. merchant marine stands ready to help in the Yugoslavia/Kosovo conflict if and when it is called out.

Joining SIUNA President Michael Sacco in a letter of support addressed to the White House shortly after the North Atlantic Treaty Organization (NATO) bombing campaign began in late March were National Maritime Union President René Lioeanjie; Masters, Mates and Pilots President Timothy Brown; Marine Engineers' Beneficial Association President Lawrence O'Toole; and American Maritime Officers President Michael McKay.

The maritime union presidents told Clinton, "On behalf of the men and women of America's

merchant marine, we want you to know that we stand ready to serve our nation in any way we can to assist American and NATO forces in the current military and humanitarian crisis in the Balkans.

"The men and women of the American Merchant Marine are 'standing by' awaiting orders to supply NATO forces in the Balkans, and they are also available to bring humanitarian aid to the displaced people of the Balkan peninsula."

The letter concluded by reminding the president of the loyalty and dependability of American mariners during previous conflicts.

"The history of the supply effort which supported our troops during Operation Desert Storm has demonstrated that the American Merchant Marine can be relied upon to assist the Commander in Chief in the execution of the military and foreign

policy of the United States. Our merchant marine and our loyal and dedicated mariners are once again willing and able to serve, as we have served since our nation was formed."

The NATO campaign began in late March as an effort to stop the ethnic cleansing of Albanians in the Yugoslav province of Kosovo by troops loyal to Yugoslav President Slobodan Milosevic. The daily bombing raids, which have included U.S. military aircraft, created a massive refugee situation in the neighboring countries of Albania and Macedonia.

While trying to provide food, clothing and temporary shelters for the refugees, NATO and private relief organizations have been devising plans for relocating the thousands upon thousands of people fleeing Kosovo until the fighting stops.

The head of the U.S. Military Traffic Management Command, a

division of the U.S. Transportation Command which handles logistics for American armed forces, discussed this problem when he met with the Washington, D.C. Propeller Club on April 14.

U.S. Army Major General Mario Montero Jr. informed the audience that military and civilian personnel already are in Italy examining port facilities in that nation and nearby Greece in case sealift is activated for humanitarian or military re-supply needs.

He noted his command looks "at handling sustainment supplies and refugee relief supplies."

Montero pointed out that in the wake of the Persian Gulf War, the U.S. government and military found it "too costly" to store materiel in "lots of iron piles all over the world." He added that is why the armed forces are using prepositioning ships (crewed by Seafarers), located around the world and ready to sail to a hot



Mjr. Gen. Mario Montero, head of the U.S. Military Traffic Management Command, tells the Washington, D.C. Propeller Club that America's sealift is a "team effort" between the military and commercial fleets.

spot at a moment's notice, to deliver the goods that are needed at the time they are required.

The general also thanked the representatives from the U.S.-flag shipping industry present for being a vital part of the command's capability to respond to an emergency. He broke down America's sealift as being "one-third active [vessels], one-third reserve and one-third our industry partners. It's a team effort to respond. Without you, we could not do the nation's bidding."

New Orleans SIU Hall Opens to Rave Reviews

Seafarers Applaud Facility's Layout & Location

Seafarers are utilizing the new SIU hall in the New Orleans area, following its grand opening on April 8.

Located at 3911 Lapalco Blvd. in Harvey, La., the facility debuted to positive reviews.

"It's a clean building in a nicer neighborhood—definitely an upgrade," stated AB Vic DiGiorgio, one of approximately 250 people who attended the ceremonial opening. "It's easily accessible, right off the interstate, and the area for job call is nice. Plus, it has a big parking lot."

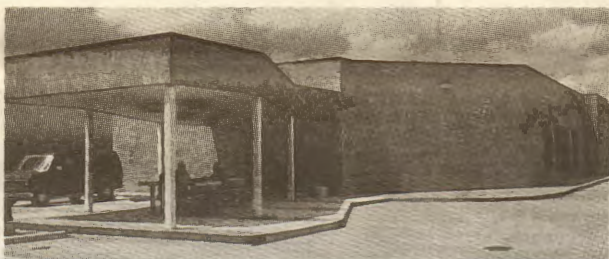
Captain Tim Gegenheimer also cited the plentiful parking spaces as a welcome improvement.

"It's better all the way around. Personally, I live just 10 minutes away, which is great. The new hall has plenty of parking, it's in a quiet neighborhood and the building's layout is good."

Among those attending the opening were active and retired Seafarers and their families; officials from SIU-contracted companies; local political representatives; SIU officials, and others. In a brief address, SIU President Michael Sacco said that the new hall is another example of the union moving in the right direction.

"The SIU purchased this building and modified it to meet the membership's needs. We're constantly looking toward the future," he noted.

As with the SIU hall in Tacoma, Wash. and Fort



Purchased last year and refurbished to better serve the membership, the SIU's New Orleans-area hall opened for business in April.

Lauderdale, Fla., the Harvey facility is a refurbished bank. Its features include a counter and shipping board, two offices, a small conference room, a lobby area used for membership meetings, new restroom facilities (built to Americans with Disabilities Act standards), an area for members and guests to enjoy coffee or other refreshments, and vending machines (which weren't available at the old hall on Jackson Ave., and from which the union takes no profit whatsoever).

There is at least one other notable item: a window etched in tribute to Joseph Sacco, SIU execu-



The hall features an etched-glass tribute to the late SIU VP Joe Sacco, bearing the words, "The Brotherhood Lives."

tive vice president who passed away in 1996. Known to all as Joey, he worked for many years in the SIU's Gulf Coast Region.

More photos of the New Orleans hall grand opening on page 9.

The window bears the SIU logo with the words, "The Brotherhood Lives—In Memory of Joe Sacco."

"You knew that when you were with Joey, you had his full attention," said SIU New Orleans Port Agent Steve Judd, who thought of the window. "He was always there for everyone in this union, always supportive without being asked. This is just a small way for others to remember him."

As for the hall itself, Judd reported that all concerned are enjoying it.

"It seems to have instilled a sense of pride," he explained. "The fact that it's practically brand new, it's clean and it's in a safe place all adds up. The layout is much more functional than the old hall, also."

SMPPP Statements Sent to Seafarers

Members Give Thumbs-Up to Revised Format

Annual statements from the Seafarers Money Purchase Pension Plan (SMPPP) recently were sent to participating SIU members.

According to telephone records maintained by the firm that manages the plan, Seafarers are responding favorably to the statement's revised layout. The form, issued in March, has been rearranged for greater clarity.

The SMPPP originated in the 1996 standard freightship and tanker agreements, and subsequently has been included in some other SIU contracts (all of which were ratified by the membership). Approved by the Internal Revenue Service, the SMPPP is an individual interest-earning investment account funded by a daily contribution made by an SIU-contracted company on behalf of a Seafarer who is working for that employer. SIU members also may make voluntary contributions to their respective accounts through a vacation plan deduction.

The SMPPP is completely separate from a member's wage-related pension. Under the SMPPP, a Seafarer is immediately vested from the first day money is received on behalf of employees. Unlike the Seafarers Pension Plan, there is no minimum amount

of seetime needed to receive the money from an SMPPP account.

The annual statement includes the following information: member's name, address and social security number (which is also the participant's account number); date of mailing; the opening balance for 1998 (which was the year-end 1997 closing balance); contributions received on member's behalf for payrolls received through December 31, 1998 (listed individually and in total); interest earned and administrative expenses charged; any payouts made to the member in 1998; and the closing balance for 1998 (which will appear as the opening balance on next year's annual statement).

Seafarers will be able to collect the funds within their SMPPP accounts by reaching retirement age, becoming totally and permanently disabled, or leaving the industry.

However, the SMPPP was designed to encourage members to use it as retirement savings.

For more information, Seafarers may call toll-free 1-800-485-3703. SMPPP facts also are posted on the SIU's web site at <http://www.seafarers.org/log/archive/may97s6.html>.

SEAFARERS MONEY PURCHASE PENSION PLAN

c/o Basil Castrovinci Associates Inc.
3235 Kennedy Boulevard
Jersey City, New Jersey 07306
(800) 485-3703 (201) 963-9600

April 1, 1999

JOHN DOE
123 SMITH STREET
ANYTOWN, TX 12345

Social Security Number: 123-45-6789

Summarized below is the status of your Money Purchase Pension Plan Individual Account as of 12/31/98

INDIVIDUAL ACCOUNT STATEMENT			EMPLOYER	VOLUNTARY
BALANCE IN YOUR ACCOUNT AS OF: 12/31/97			\$622.18	\$0.00
CONTRIBUTIONS RECEIVED ON YOUR BEHALF FOR YEAR ENDING: 1998			\$325.78	\$0.00
YOUR SHARE OF 1998 INVESTMENT INCOME:			\$103.28	\$0.00
LESS 1998 ADMINISTRATIVE FEE:			-\$25.83	\$0.00
LESS ANY PAYOUT(S) YOU HAVE RECEIVED:			\$0.00	\$0.00
BALANCE IN YOUR INDIVIDUAL ACCOUNT AS OF 12/31/98			\$1,025.41	\$0.00

DETAIL TRANSACTIONS FOR 1998

Employer	Period From	Period To	Days	Contribution
SEALAND	01/01/1998	01/31/1998	31.00	\$55.49
SEALAND	02/01/1998	02/28/1998	28.00	\$50.12
SEALAND	03/01/1998	03/31/1998	31.00	\$55.49
SEALAND	06/01/1998	06/30/1998	30.00	\$53.20
SEALAND	07/01/1998	07/31/1998	31.00	\$55.49
SEALAND	08/01/1998	08/31/1998	31.00	\$55.49
		Total	182.00	\$325.28

This sample statement shows the revised format as well as various information that is included on the annual form.

'Eternal Flame' Selected for Burn Building Name

Steward Poggioli's Submission Chosen from More than 175 Names Offered in Contest

The *SS Eternal Flame* will become the name of the burn building at the Joseph Sacco Fire Fighting and Safety School when the facility opens later this month.

After studying and sorting through the more than 175 entries submitted by 69 active and retired Seafarers, the judges selected *Eternal Flame* as a tribute to the late SIU executive vice president

for whom the school is named.

Although two Seafarers submitted *Eternal Flame*, under the rules published in the February and March *Seafarers LOG*, the grand prize winner would be the entry postmarked with the earliest date.

That honor went to Recertified Steward Carl T. Poggioli of Honolulu. His entry was dated

March 15. Brother Poggioli will receive a ship's wheel and has been invited to christen the "vessel" when the school opens on May 18.

SIU Pensioner William "Flattop" Koflowitz of Brooklyn submitted the other *Eternal Flame* entry. His offering was marked March 24. He will receive an SIU jacket.

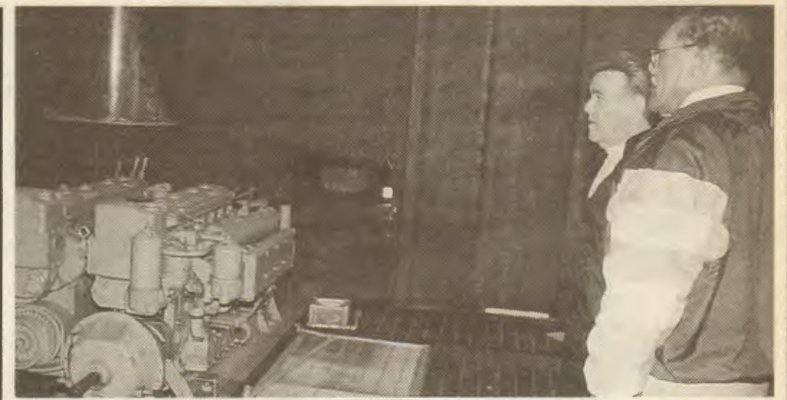
Don Nolan, vice president for the Seafarers Harry Lundeberg School, served as one of the four judges. He said the crew had a very difficult time selecting a winner and consolation awards because of the many fine entries.

(The other judges included Jim Hanson, the center's director of health and safety; SIU Communications Director Daniel Duncan; and *Seafarers LOG* Managing Editor Jordan Biscardo.)

Three other "vessel" names were selected for the runner-up awards. They were the *Endless Flame*, the *Flashpoint* and the *Vulcan*. All members who submitted these names will receive SIU jackets.

Offering the *Endless Flame* was Recertified Steward Ronald R. Mazoli of Baltimore.

Three members submitted *Flashpoint*: AB Robert Bakeman



SIU Pres. Michael Sacco shows NMU Pres. René Lioeanjie the "engine room" in the burn building—to be named *SS Eternal Flame*—at the Joseph Sacco Fire Fighting and Safety School.

of Brooksville, Maine; Retiree Anthony J. Novak of New Orleans; and Captain William F. Palmer of Conroe, Texas.

Retiree James D. Howison of Seattle entered the *Vulcan*.

During the two months of the contest, entries came from all over the country. Deep sea, inland and Great Lakes members presented a wide arrangement of names.

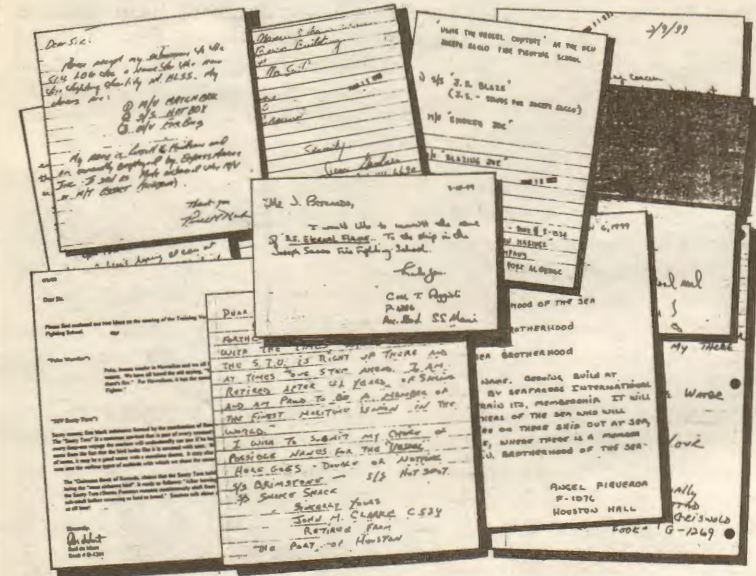
Some of them wanted to include Sacco in the name of the burn building "vessel." Variations included *Smokey Joe*, *Joseph Sacco Fire Extinguishers*, *Joseph Sacco Hot Spot* and *The Pride of Joe Sacco*.

Other entries included the word "fire" in their submissions. Among those were *Fire Drake*, *Fire Snuffer* and *Fireball*.

Several of the entries remembered late SIU officials as well as ships upon which they sailed.

"With so many great suggestions, it took some time to go through all of them and narrow the entries down to a few," Nolan said. "We thank everyone who participated because they provided some very creative names."

See page 24 for an update on the fire fighting school construction.



Above are some of the letters submitted in the name the "vessel" contest, including the winning entry from Recertified Steward Carl T. Poggioli of Honolulu.

NMU Members Praise Upgrading at Paul Hall Center

The first members of the SIUNA-affiliated National Maritime Union to upgrade at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. have nothing but praise for the facilities and the Seafarers they have met there.

The adjectives "wonderful" and "unbelievable" were heard over and over again when SIU President Michael Sacco escorted NMU President René Lioeanjie as he met with upgraders at the center on April 16.

"I did not expect anything like this," NMU galley gang upgrader Bienvendio Pagan told Lioeanjie, who made an unannounced visit to the facility. "Everyone has been friendly and very cooperative. This is nothing like any of the other training schools I've been to."

"They treat you right," added NMU member Owen Carr, who is taking the able bodied seaman course. "The instructors take the time and make sure you understand."

The NMU members also thanked Sacco for all the courtesies they have received during their training.

"We are treating the NMU members no different than Seafarers," Sacco noted. "They are finding out what it is like for a training facility to respect them as the professionals they are."

Lioeanjie stated he was very pleased with what he was hearing from the NMU members.

"They didn't know what to expect when they came here. We tried to tell them based on our past visits, but everything is working out better than any of us could imagine," the NMU president said.

Don Nolan, vice president for the Center's Lundeberg School, told Sacco and Lioeanjie of one incident between individual SIU and NMU upgraders attending the



SIU President Michael Sacco points out some of the features of the Joseph Sacco Fire Fighting and Safety School to NMU President René Lioeanjie (left) and Vice President Charles Stewart.

STCW Basic Safety class. The two were paired as roommates. Before the first day was over, they had become friends and made plans to study together as well as work with one another.

Before leaving Piney Point,

Lioeanjie along with NMU Vice President Charles Stewart and AFL-CIO Maritime Committee's Executive Director Tal Simpkins toured the Joseph Sacco Fire Fighting and Safety School, which is scheduled to open this month.



NMU Pres. René Lioeanjie (far left) listens to NMU steward upgrader Alba Ayala. Also taking part in the conversation (from her left) are upgrader Bienvendio Pagan, Paul Hall Center Chef Romeo Lupinacci, SIU Pres. Michael Sacco, upgrader Dulip Sookhram and NMU VP Charles Stewart.



NMU AB upgraders meet with the SIU and NMU presidents at Piney Point. From the left are Owen Carr, NMU Pres. René Lioeanjie, SIU Pres. Michael Sacco, Fahd Yahya, Abdul Hassan, AFL-CIO Maritime Committee Executive Director Tal Simpkins, Ernesto Evangelista, Laura Cash-Santos, Casimiro Garza and NMU VP Charles Stewart.



NMU members taking the STCW Basic Safety class last month were the first to graduate from the Paul Hall Center. They upgraded with Seafarers, who are designated with SIU after their names. From the left are (front row) Instructor Rick Redmond, Fahd Yahya, Edison Inumen, Alfred Acheanpong, Bernabe Pelington (SIU), Garrick Slack, (second row) Philip Diego (SIU), Unity Bosdick, Ignacio Blanco, Anthony Perry, Mario Marcial, Vernall Marshall, Clifford Lacon, (back row) Heath Darrel, Don Hubbard, Isoline Major (SIU), Eric Tart and Mark Zifcak.

NY Unionists: Save Local Maritime Jobs

Rally Urges Retention of Sea-Land, Maersk Business; Carriers Considering Bids for Northeastern Operations

More than 1,000 trade unionists rallied April 12 outside New York's World Trade Center to urge preservation of thousands of local maritime-related jobs by retaining business from Sea-Land Service and Maersk Line.

Two dozen SIU members participated in the demonstration, which was organized by the New York-based International Longshoremen's Association (ILA). The boisterous event was intended to spur New York Governor George Pataki and New Jersey Governor Christine Todd Whitman to extend a successful port lease bid to the two shipping companies.

Sea-Land and Maersk, which share vessels, containers, terminals and other assets, account for a substantial amount of cargo volume in the port of New York and New Jersey. They are considering a new lease proposal from that port as well as competitive bids from Baltimore and Halifax, Nova Scotia to relocate much of their northeastern waterborne commerce. Each of the proposed leases is believed to be for at least 25 years.

A decision may be announced sometime this month.

ILA President John Bowers stated that the potential relocation of the carriers' northeastern hub "jeopardizes more than 3,500 longshore jobs in this region. Everyone in this region should be concerned about the potential loss of jobs. Not just longshore jobs, but tens of thousands of other jobs related to the movement of cargo into and out of this port."

Prior to the rally, Bowers also told Pataki and Whitman that he believed "negotiations between New York and New Jersey regarding issues unrelated to the Sea-Land and Maersk negotiations" repeatedly had delayed the port's proposal during a recent three-month period, thus increasing the likelihood that another port would snatch the business.

Whitman attended the April 12 event and subsequently extended a tentative offer to the companies, even though it ultimately requires Pataki's approval because the port is jointly operated. Press reports indicate that Whitman's proposal is approximately \$120 million in state incentives.

Meanwhile, Maryland officials reportedly have offered to construct a \$200 million, 330-acre marine terminal in Baltimore if its bid is successful. An April 14 article by Robert Little of the *Baltimore Sun* indicated that the state also has promised to improve Baltimore's railroad access—currently perceived by some as a shortcoming, and no small factor considering that Sea-Land is owned by rail giant CSX Corp.

The estimated 750,000 shipping containers annually handled by the bid winner would triple Baltimore's cargo volume.

Halifax reportedly has bid on a lesser volume of the companies' business.

Shortly after receiving Whitman's proposal, Sea-Land and Maersk, which have had some joint operations since 1995, said they will not comment on their decision while they review the bids. However, a Sea-Land official reportedly described the New York-New Jersey bid as "competitive," while a Maersk spokesman indicated a desire for a fairly expeditious decision.



SIU members and officials were among the more than 1,000 trade unionists taking part in the April 12 rally outside New York's World Trade Center. The demonstration was aimed at saving local maritime jobs that would be impacted by a potential relocation of Sea-Land and Maersk terminal business. Among the Seafarers at the rally (photo below) were SIU Representatives Jack Caffey Jr. (far left) and Jack Sheehan, SIU member Charles DiCanio and SIU Vice President Atlantic Coast Jack Caffey (far right).



MERPAC Continues Crafting Suggested STCW Standards

REC Restructuring Delayed at Least 2 Years

The U.S. Coast Guard's Merchant Marine Personnel Advisory Committee (MERPAC) last month delved further into developing national performance measures for evaluating mariner competence in accordance with the amended STCW convention.

Meeting April 1 at Coast Guard headquarters in Washington, D.C., the group emphasized the need to ensure that all mariner demonstrations of competency in an STCW category titled "basic safety training" are evaluated using uniform minimum guidelines.

"Some of these standards will be established quickly, while others will take longer," noted Bill Eglinton, MERPAC chairman and director of vocational education at the Paul Hall Center's Lundberg School, located in Piney Point, Md. "In any case, the United States will set the standard internationally for mariner training. By February 1, 2002 (the final implementation date for the STCW amendments), only the best training schools will remain."

Also at the meeting, Coast Guard officials reported that a lack of funding has slowed the planned restructuring of its regional examination centers (RECs). The agency still intends to proceed with privatizing certain aspects of licensing and documentation; but the RECs likely will remain in their current state for at least two more years.

As its name indicates, MERPAC provides advice to the Coast Guard concerning merchant marine personnel matters such as training standards, certification and fitness. The volunteer group includes representatives from throughout the industry—labor, management and government. AB Sinclair Oubre is a member.

In addition to the committee

members, more than 100 volunteers answered a recent Coast Guard call for input on developing the national performance measures for evaluating mariner competence. (The request was published in the *Federal Register* on February 12.) Together, they are working toward an early Year 2000 deadline for submitting a written response to the agency's concurrent request for performance-measure suggestions. (They plan to have a draft by July 1.)

"It boils down to making sure that the standards established in the STCW amendments (as enacted by signatory nations) are realistic and fair," stated Oubre, who heads a MERPAC working group focused on ratings forming part of a navigational watch. "As U.S. merchant mariners constantly are being pounded about being internationally competitive, what will keep us that way is our quality of training and professionalism. No amount of money can replace a rating who is qualified and well-trained."

"However, it will be up to the regulatory agencies like the Coast Guard to make sure that unqualified employees are barred from foreign-flag ships."

STCW is the abbreviation for International Convention on Standards of Training, Certification and Watchkeeping for mariners. The original STCW convention took place in 1978, with the U.S. signing on in 1991.

The convention was amended in 1995, as 132 countries (including the U.S.) signed on. Some of those amendments took effect in 1997, with others still awaiting implementation.

The basic aim of STCW is setting minimum international qualifications for masters, officers and watchkeeping personnel on deep sea merchant ships. STCW does

not apply to mariners on inland merchant vessels, but does apply to mariners on domestic voyages if the vessel operates beyond the boundary line.

As noted in the *Federal Register*, the 1995 STCW amend-

ments require that candidates for certification must establish their competence in a wide range of subjects, depending on the functions they perform and their shipboard responsibilities. The amendments include standards of

competence in the form of tables that identify areas of knowledge, understanding and proficiency, which must be demonstrated, and describe general criteria for assessing whether an individual meets the standards.

DOT Nears Full Y2K Compliance

A top official at the U.S. Department of Transportation (DOT) told Congress last month that the department is nearing full "year 2000" compliance for its hundreds of "mission-critical systems," including those operated by the U.S. Maritime Administration.

DOT Deputy Secretary Mort Downey, a strong advocate of the U.S. merchant marine, informed a special Senate committee on Y2K that approximately 90 percent of the vital systems within the department's various administrations have been updated for Y2K.

He also stated that DOT officials are working with international organizations and foreign governments to help bring about Y2K readiness in the maritime and aviation industries.

Sometimes referred to as the millennium bug, Y2K has become common parlance for describing potential technological problems associated with the turn of the century. The dilemma involves computer equipment—found in everything from ships and airplanes to VCRs and coffee makers—that may misread 2000 as 1900 due to programming that only accounts for a single century.

It is a multi-billion dollar, worldwide issue made more complex by inevitable interfaces between compliant and non-compliant systems.

Despite the daunting task, Downey told the Senate committee that he is "fully confident that all of DOT's vital computer systems will effectively make the transition on January 1, 2000.... Every mission-critical system at DOT will be repaired, replaced or retired by the 2000 deadline. Period."

He reported that numerous DOT administrations already have achieved full Y2K compliance for their respective vital systems, among them the Maritime Administration, the St. Lawrence Seaway Development Corporation, the Surface Transportation Board and others.

"The only systems projected to be completed after June are six systems which belong to the U.S. Coast Guard," Downey added on April 14. "The Coast Guard has completed work on 84 percent (62 of 74) of its mission-critical systems. Due to com-

plicated logistics and weather conditions in Alaska, the Coast Guard has scheduled completion of its final system, the Valdez Vessel Traffic System, in October 1999 although it now appears that the existing Valdez system will be remedied much sooner. The Coast Guard will do all it can to improve on this schedule, and the commandant has assured me that the Coast Guard will accomplish its Y2K mission well before the end of the year."

The deputy secretary also acknowledged that the shipping and aviation fields face particularly difficult predicaments because of their international characteristics.

"There is a larger potential for international failures, adversely affecting our own domestic and cross-border operations," he explained. "We continue to meet with foreign representatives in order to cooperate on Y2K issues. Secretary (Rodney) Slater raised the Y2K readiness issue with his European counterparts during meetings in Germany, Belgium and England during the last week of March and earlier in the year with Western Hemisphere and African transportation ministers. Last week, we met with representatives of the Japanese Ministry of Transport, who reported on good progress being made in their country."

Meanwhile, as reported in the March issue of the *Seafarers LOG*, management information systems personnel at SIU headquarters have made substantial progress in ensuring that the union's communications and record-keeping mechanisms are Y2K compliant.

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

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

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

Upgrader Praises Academic Department, Encourages Seafarers to Pursue Education

Editor's note: Recertified Steward Georg Kenny is working toward his associate's degree through the Paul Hall Center for Maritime Training and Education. As part of those studies, he recently completed a political science class at the school in Piney Point, Md. He met the governor of his home state, West Virginia's Cecil Underwood, during that class and subsequently submitted the following article to the Seafarers LOG.

Prior to taking the Paul Hall Center's political science course, I had little interest in politics. I hadn't bothered reading the

Constitution of our great nation. The Bill of Rights, which guarantees basic freedoms, was unknown to me.

I also was generally distrustful of politicians.

My outlook has changed for the better, after working with the academic department at the center's Harry Lundeberg School of Seamanship.

Today, I have a better understanding of how government works. I've seen it in action by attending seminars in Washington, D.C. on matters of national interest (specifically, Y2K).

A visit with Governor Cecil Underwood of my home state of

West Virginia allowed me to tell him about the Seafarers International Union. I explained to the governor about the continuous educational opportunities and employment and the major medical and pension benefits that the SIU can offer to residents of that state.

My studies also included meeting Dr. Sam Tully, West Virginia's chief technological officer, and field trips to county commissioner meetings in Leonardtown, Md. that raised my awareness of local issues. I also commend my instructor, Peggy Densford, for helping me understand the complexity of government and respect the efforts of its participants.

In addition to the political science course, I recently studied English literature with Joan Miles. She, too, is a gifted instructor.



Recertified Steward Georg Kenny (left) presents an SIU jacket to West Virginia Governor Cecil Underwood on March 25. Brother Kenny recently completed the political science course at the Paul Hall Center.

I was a high school dropout. Today, I aspire to obtain a college degree. I am very, very grateful to the Seafarers International Union for initiating and maintaining our school. But, most of all, for encouraging Seafarers to further their education by participating in the various academic programs available at Piney Point.

Over the years, I have heard

many seamen express regret for not pursuing their education. They would say there wasn't enough time or that they were too old.

These are erroneous thoughts. The Seafarers Harry Lundeberg School of Seamanship and its academic department always have the time for you. As the saying goes, "It's never too late to learn."

Culinary Instructor Batten Wins Prestigious Award

Chef Commends Seafarers for Progress

Jack Batten, a culinary instructor at the Paul Hall Center for Maritime Training and Education, recently received the "Chef of the Year" award from the Nation's Capital Chef's Association.

The award is considered the most prestigious one issued by the volunteer association, a philanthropic group which includes about 500 members—among them chefs, culinary educators, students, distributors and suppliers.

"My wife owns half of this award," Batten stated. "She does so much work in the charitable events and other activities of the association." Included among those events is an annual culinary arts salon in Washington, D.C. conducted by Batten and his wife, Janet, in conjunction with another industry affair.

When contacted by the *Seafarers LOG* for a story about the trophy, Batten steered the conversation to his work with SIU members upgrading at the Paul Hall Center's Harry Lundeberg School of Seamanship, located in Piney Point, Md.

"Teaching is what I enjoy most about the food business," noted Batten, an American Culinary Federation certified executive chef and chef instructor at two Maryland community colleges. "In the SIU, it's neat that the mariners want to keep themselves upgraded and taught."

Batten believes that, as public awareness of various aspects of nutrition have increased—involving everything from food content to calorie counts, and food preparation to sanitation—and culinary equipment has improved, so too have Seafarers in the steward department become more proficient at their work.

"We have students today who are doing things that, 20 years ago, only executive chefs did," he explained. "Nutrition and health is a big issue now, whereas you never heard about it 10 or 15 years ago. Today, people want to eat well."

Batten added that the field constantly offers new lessons and challenges. "I've been doing this for 30 years, and I still learn something every day."



Instructor Jack Batten credits steward department Seafarers with enthusiastically pursuing their upgrading courses.

Training Vessel Osprey Upgraded



The *MV Osprey*, a training boat berthed at the Paul Hall Center in Piney Point, Md., recently underwent refurbishment designed to enhance the school's unlicensed apprentice curriculum as well as certain upgrading courses that comply with the STCW convention. Formerly a U.S. Navy patrol boat, the *Osprey* earlier this year passed its Coast Guard inspection, thereby opening the door for students (including those pictured above) to conduct on-board training exercises with the boat underway. The *Osprey's* features include Furuno and Ratheon radars, plus a global positioning system. Its training uses include firefighting, steering, line-handling, navigation, rudder and steering commands and more.

Lakes Seafarers Complete On-Site Diesel Engine Course

Seven Seafarers sailing in the Great Lakes division recently completed an on-site diesel engine technology class conducted by the Paul Hall Center for Maritime Training and Education.

The four-day course took place in Cleveland aboard the Great Lakes Towing Co. boat *Ohio*. SIU members who successfully finished the class were Lonnee Aakeberg, Cary Gimpel and his father, Don Gimpel, Grant Hult, Dave Plunkett, Gary Rutenbar and Tim Zbin.

Instructors Ron Oyer and Bill

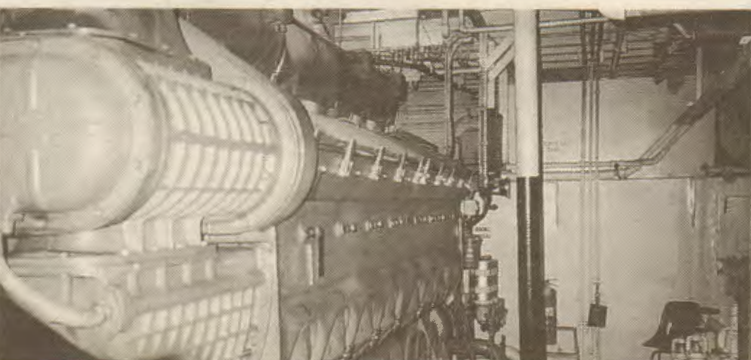
Saul utilized the *Ohio's* engines for hands-on training. Classroom instruction also was included in the class, which took place March 9-12.

Among the topics were diesel engine theory; two- and four-stroke cycle operating principles; and the construction, operation, maintenance, repair and troubleshooting of diesel engines.

"The school was glad to accommodate Great Lakes Towing's request for this class," noted Saul. "All of the participants were great students and actively took part in the course."

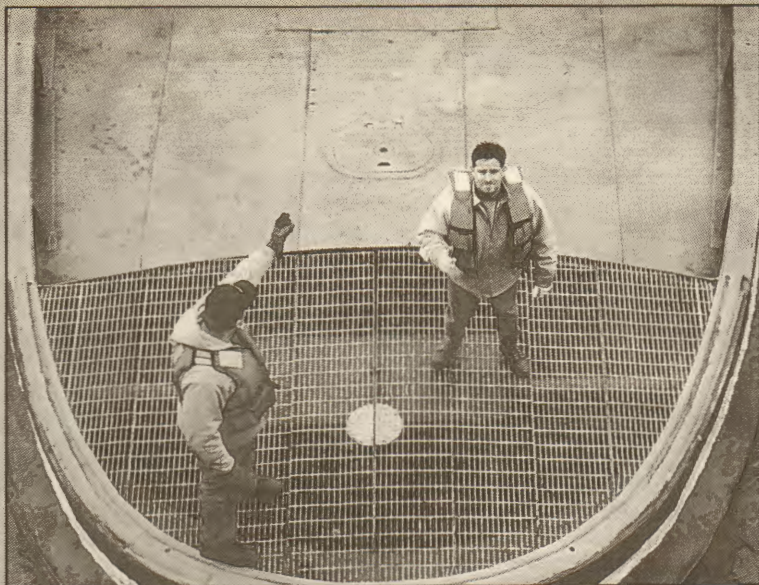


Students including Lonnee Aakeberg (above, left) and Don Gimpel benefited from using Great Lakes Towing machinery (pictured at left) during the practical training segments. The four-day diesel engine course took place aboard the tugboat *Ohio* (bottom photo).





Watchman Leonard Thomas
American Mariner



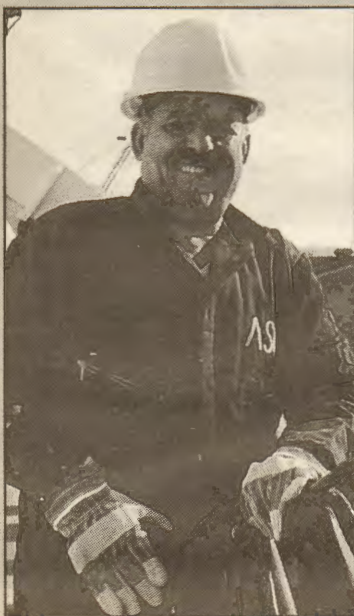
Deckhand Jason Stone (left) and AB John Spezia
Tugboat Montana

A number of Seafarers-crewed vessels kicked off their 1999 Great Lakes sailing season from mid-March to mid-April. SIU Representative Don Thornton met with SIU members aboard many of those vessels and provided the photographs on this page.



QMED Tom Tucker
American Mariner

Great Lakes Fitout '99



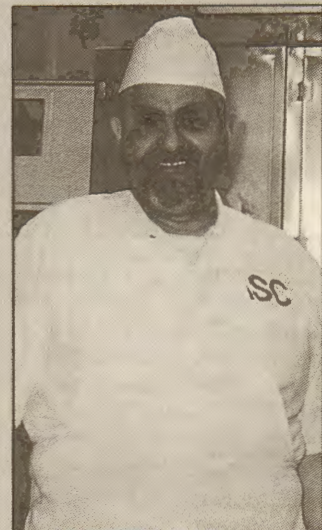
Wiper Hamid Hizam
American Republic



QMED Kassem Abdulla
American Mariner



Second Cook Raymond Maynard
Sam Laud



Porter Mohamed Yahya
Sam Laud



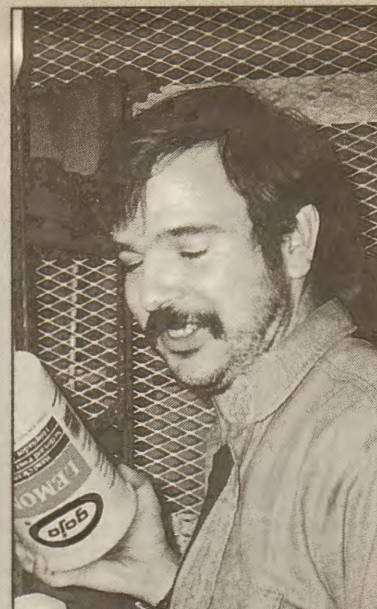
AB Gerald Bollinger
St. John



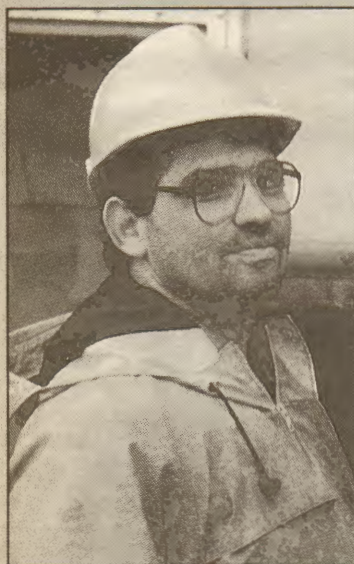
Deckhand Robert Jewell
American Mariner



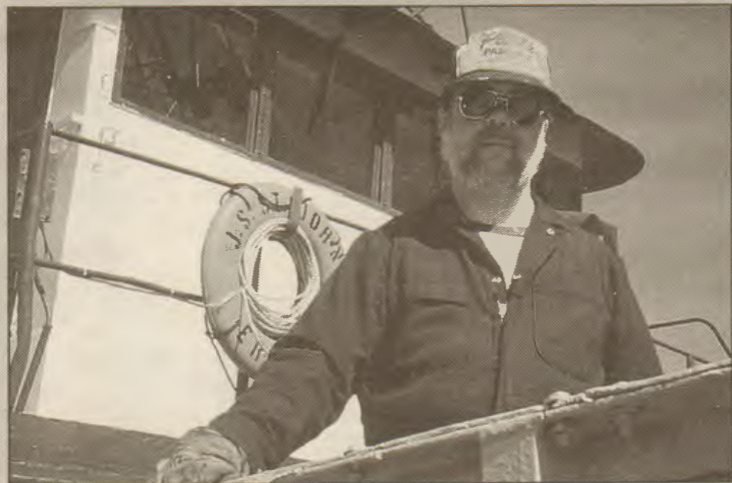
Watchman David Gapske
Sam Laud



Wiper Matt Posten
American Mariner



Watchman Joseph Hance
American Mariner



AB Robert Petko
St. John



Porter Y. Kaid
American Republic

Sea-Land Consumer Galley Just Like Mom's Kitchen

One of the most difficult aspects of being a merchant mariner during a holiday is spending it away from the family.

But on the *Sea-Land Consumer*, as on many SIU-crewed vessels, fellow crew members are the family, and the ship's galley takes the place of mom's kitchen—from which come many of the traditional holiday favorites.

After a selection of appetizers, Christmas dinner aboard the Sea-Land Service vessel started with homemade split pea soup and went on to roast tom turkey with cornbread dressing and giblet gravy, roast prime rib of beef au jus, and baked glazed Virginia ham. Vegetables included mashed potatoes, acorn squash, peas and carrots and cranberry sauce.

The desserts, too many to list, included Boston cream pie, baked Alaska, apple pie and crème caramel.

In the March issue, the *Seafarers LOG* ran a feature on the *Sea-Land Consumer* and some of the notable meals served aboard that containership. Since then, additional photos have been received, which are printed on this page.



The little touches—a decorated Christmas tree and a table-top dancing Santa—help crew members aboard the *Sea-Land Consumer* get into the spirit of the season.

Chief Cook William "Bill" Pitt and Assistant Cook Rachel Cutler-Washington work very hard to make each holiday a memorable one.



Even the control room, where DEU John Cooper is working, has its own decorations.



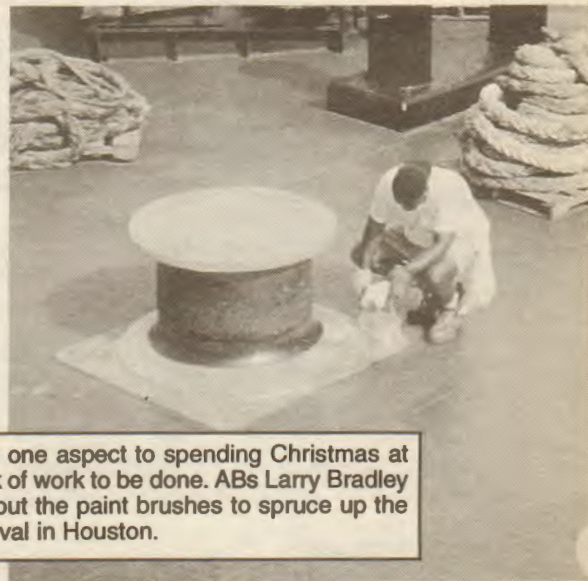
ABs Phil Harmon (left) and Steve Ledermann enjoy a festive meal together.



ABs Bennie Spencer (left) and Larry Bradley (right) are appreciative of all the work Assistant Cook Rachel Cutler-Washington has done to make the holidays special.



Enjoying the holiday fare is one aspect to spending Christmas at sea, but there's never a lack of work to be done. ABs Larry Bradley (left) and Phil Harmon get out the paint brushes to spruce up the containership before its arrival in Houston.





DEU Pedro Ramos, SIU VP Contracts Augie Tellez, Retiree Mario Zelaya



DEU Florencio Bermudez, AB Gregory Hickman, AB Bernard Blunt, SIU VP Contracts Augie Tellez



AB Lee Selico, his wife, Edwina, and SIU President Michael Sacco



QMED Rogers Bankston, SIU VP Gulf Coast Dean Corgey



AB Joe Labeau, DEU Charles Gray



Chief Steward Joe Birke and wife, Delores



SIU Pres. Michael Sacco, Retiree Ray Cuccia



Guest Gwyn Turbington, AB Archie Williams

WELCOME TO OUR NEW HOME

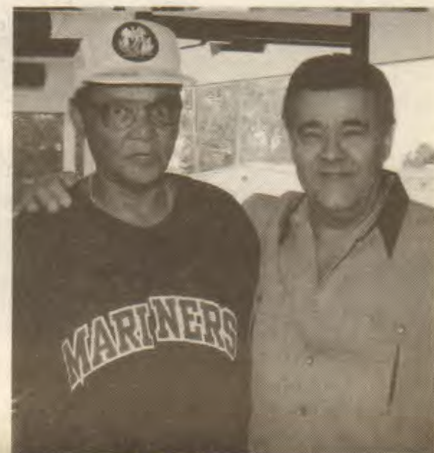
Sights from Grand Opening of New Orleans Hall



Captain Thomas White and wife, Stacey



The photos on this page provide a sampling of the grand opening last month of the SIU's new union hall in Harvey, La. More photos from the event will be published in the next issue of the *Seafarers LOG*. Identifications are listed from left to right unless otherwise noted. Very special thanks to Barbara Brouillette-Perez and Jessica Smith for providing the photos.



Retiree Johnny Young, SIU President Michael Sacco



Recertified Bosun Ronald Charles and wife, Alece



SIU Pres. Michael Sacco, Retiree Louie Babin



SIU Exec. VP John Fay, Retiree Charlie Corrente



Retiree Duke Duet and his wife, Maggie, AB Dave Messik, Retiree Beau James



SIU Sec.-Treasurer David Heindel, Retiree Charlie Corrente, Steward department member Dustin Heindel.



AB Dave Collins, Retired SIU Port Agent Joe Perez, AB Charlie Touzet



SIU Rep. Chris Westbrook, guest Kim Gray, SIU Rep. James Brown, secretary Narcille Barbe, SIU VP Gulf Coast Dean Corgey, New Orleans Port Agent Steve Judd and wife, Nancy, secretary Barbara Vicknair



AB Vic DiGiorgio, SIU VP Gulf Coast Dean Corgey, Deckhand Herbert Hebert, Captain Tim Gegenheimer, Deckhand Alfred DiGregoria, Engineer Willie Judd

HANKS OMAR WE'LL MISS YOU!!

Monthly Hawaiian Luaus Form Solid Base for S-L Enterprise Pride



Beneath a banner reading, "Thanks, Omar, we'll miss you," Chief Cook Mohamed Omar (above) shows off his good-bye cake while SA Romeo Mansala (right) attends to the grill.

A "happy steward department means a happy ship," according to **Franchesca Rose**, recertified steward aboard the *Sea-Land Enterprise*. And much of that sense of well-being can be derived from pride in one's job and the great training offered to SIU members at the Lundeberg School in Piney Point, Md., she said.

The photographs on this page, sent to the *Seafarers LOG* by Rose, were taken during a shipboard barbecue to say "Aloha and Mahalo" to Chief Cook **Mohamed Omar**, who had finished his rotation aboard the *Sea-Land Service* vessel.



Recertified Steward Franchesca Rose (right) meets her mother, Judith Hopfe, at the Honolulu airport. Mrs. Hopfe supplies leis and flowers from the family farm for the shipboard barbecues aboard the *Sea-Land Enterprise*.

"We just want to let you all know that if you ever get Brother Omar on your ship, consider yourselves blessed. For he is a man filled with lots of knowledge, talent, creativity, devotion to his job—and his fine gourmet cooking," wrote Rose on behalf of the ship's crew and officers.

"We also want to thank our steward utility, **Romeo Mansala**, for all his hard work. He does a wonderful job," continued Rose, "and the crew appreciates his fine efforts."

The three-person steward department aboard the *Sea-Land Enterprise* plans a barbecue every trip, if not for a special event like the good-bye to Omar, then just to keep morale high. Rose said she makes many of the Hawaiian-style dishes one would find at a typical luau—kalua pig, laulau, lomi salmon, sashimi, poke, opihi, poi and coconut pudding. "Some will try the food, some won't dare," noted the steward, "but we have a great selection for everyone."

Since the vessel stops in Honolulu, the flowers and garlands for the luaus come from Rose's family's farm. Her mother and father pick the blossoms, make the leis and ensure the items arrive aboard ship before it departs—and she extended much appreciation to them as well.

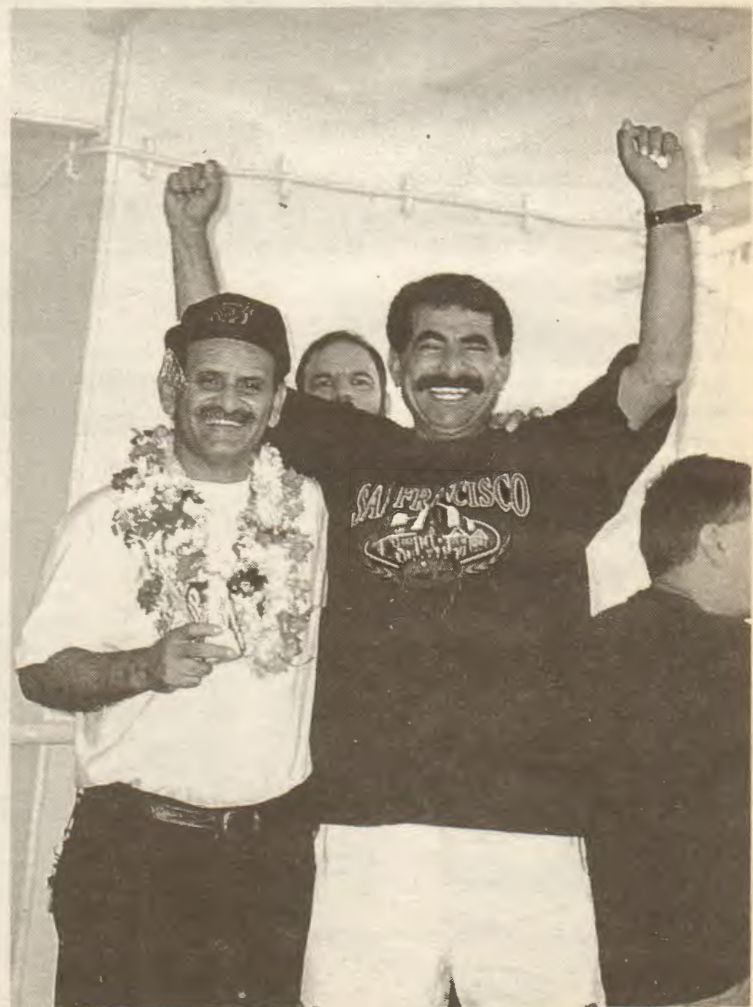
THANKS



The unlicensed crew and officers alike sing the praises of their chief cook. From the left are Chief Engineer Dave McNeil, Chief Cook Mohamed Omar and Captain Tom McKay Jr.



Luau delicacies (left) and desserts (above) are both beautifully prepared and arranged by the galley gang, using many of the skills acquired at steward department upgrading courses at the Lundeberg School in Piney Point, Md.



The departing Omar (left) is given a rousing "Aloha and Mahalo" by AB Abdulhamid F. Musaed.

Labor Briefs

Students Rally Against Sweatshop Labor

Reminiscent of the anti-Vietnam War demonstrations of the 1960s and the anti-apartheid movement in the early '80s, college and university students are again showing their force—this time by protesting the use of sweatshops in the making of sweatshirts, caps, coffee mugs and other gear bearing their school logos.

Student groups at more than 20 institutions, including Duke, New Hampshire, Georgetown, Princeton, Wisconsin and Michigan, are staging sit-ins, rallies and other forms of protest to call on their administrations to adopt a policy to ensure that licensed apparel is produced in factories that pay workers a living wage and do not exploit children.

The protests are directed at university-contracted apparel companies, asking that they disclose the names and addresses of the factories with whom they do business. In the past couple years, students on a number of campuses began pressuring their administrations to adopt a code intended to guarantee that items bearing their school logos would not be made in sweatshops. The code they are advocating would require disclosure of factory locations and allow inspections of the sites. It also would include provisions against forced labor, child labor and unsafe working conditions.

Most apparel companies assert that sweatshop labor is not used in the production of the items found in college bookstores. But many companies do not disclose the locations of their factories, and their claims cannot be verified independently, the activists say.

"It's important for us to know where the factories are because then people will be able to monitor them to make sure they're not sweatshops," said one Duke senior.

Some colleges and universities have responded to the student pressure by agreeing to require monitors and adopt measures intended to remedy sweatshop conditions. Seventeen of the institutions, including Harvard, Yale and Duke, last month announced they would join a new factory-monitoring group, the Fair Labor Association, which has established a code of conduct for apparel producers in addition to providing measures for monitoring plants for violations. Duke University adopted the nation's strictest code which, in addition to disclosure of factories' names and addresses, also includes requirements for a living wage.

Port of NY/NJ to Remain Competitive

A long-awaited dredging contract was awarded by the U.S. Army Corps of Engineers last month to deepen the channel into the port of New York/New Jersey.

The \$23.6 million deal—the first of eight construction contracts in a \$750 million project—was awarded to Great Lakes Dredge and Dock Co. to unclog the Kill van Kull channel, which is only 40 feet deep, between the major container terminals on Newark Bay and the Atlantic Ocean.

Because the large, newer containerships need at least 45 feet to safely navigate harbors on the East Coast, it was feared that Baltimore, with its 50-foot channel would cause the New York/New Jersey port to lose up to 60 percent of its container cargo if the Kill van Kull channel were not dredged. The port is now attempting to convince Maersk Line and Sea-Land Service, Inc., two of its largest carriers, not to flee to Baltimore to build a new terminal.

"This deepening project ensures that our port will remain competitive and meet the needs of our customers well into the next century," stated Lillian Borrone, port commerce director at the East Coast's largest containerport.

The actual work to dredge the channel—to be started following the submission of a safety plan—involves the digging and ocean disposal of nearly 500,000 cubic yards of material by September 6, 2000.

American Victory Will Be Museum

Editor's note: Retired Re-certified Bosun Andrew Boney recently contacted the Seafarers LOG with information for this story.

Retired mariners in Tampa, Fla. and Hampton, Va. are teaming up to restore the mothballed *American Victory* and convert it

into a museum.

Built in 1945, the *American Victory* has been part of the U.S. Reserve Fleet on Virginia's James River following the Vietnam War. Formerly crewed by SIU members, the vessel was one of more than 500 Victory ships that debuted near the end of World War

Former SIU Official Jack Bluitt Dead at 72

John "Jack" Joseph Bluitt died at his home in New Port Richey, Fla., Wednesday, March 17. He was 72.

Born in New York in 1926, Bluitt was only in his teens when he joined the SIU in 1943. He started helping out behind the service counter in the New York hall, and began sailing in the deck department as an OS, working his way up to bosun.

The 42-year SIU veteran came ashore as a union official in 1958 and was sent by SIU President Paul Hall to the Great Lakes region in 1961 as a patrolman in Detroit to work with Fred Farnen, the headquarters representative there. (The port later moved to Algonac, Mich., where Bluitt was port agent and headquarters representative from 1975 until his retirement in 1985.)

During the Vietnam War, Jack (as the New York dispatcher) would spend many a day from 6:00 a.m. until midnight making sure SIU-contracted

ships destined for Vietnam were properly crewed, according to Red Campbell, retired contracts vice president.

Vice President Great Lakes Byron Kelley, who succeeded Bluitt in Algonac, liked him very much. "It can truly be said," Kelley stated, "that Jack was the kind of guy who devoted his entire life to the welfare of the SIU members."

Known for his ability to communicate with members, Bluitt was just as comfortable before government panels as in 1977 when he testified before a congressional committee on the state of Great Lakes shipping and what should be done to improve the working conditions of boatmen in that area.

SIU pensioner Peter Drews, who knew Bluitt for 42 years, both in New York and Algonac, counted him among his best friends. Drews retired from the SIU in 1986 and gave up driving in 1988. He said that for 11 years, like clockwork each



Jack Bluitt

Wednesday, Bluitt would drive the 20 miles from his home in New Port Richey to Dunedin (near Clearwater) to pick him up, and the two would go fishing or to antique shows or the racetrack.

For almost two years, the two of them also visited another retired SIU member, J.R. O'Brien, in a nursing home, and "Jack would give him a lot of attention," Drews reminisced.

Jack Bluitt was buried in West Hampton, L.I., next to his wife, Julia, and son Brian. He is survived by eight children and five grandchildren.

Brother Donnelly Gets Final Wish



On December 20, 1998 at 12:45 p.m., the ashes of Brother Harry B. Donnelly were scattered from the fantail of the *Green Island* by the ship's master, Jay W.B. Frank, and Bosun Calvin Miles (in photo at right) outside the Strait of Gibraltar. In attendance were many of the Waterman ship's crew (above), representing all departments in both the licensed and unlicensed ratings. Bosun Miles asked for a minute of silence, and the flag was lowered to half staff. Master Frank noted that the ashes "were respectfully consigned to the brine that is common to all of us who ply the seas. He is, therefore, still among us and now has eternal peace in perpetual communications with his brothers of the sea."



The *American Victory*, once crewed by SIU members, is being converted into a museum that will be berthed in Tampa, Fla.

II. During Vietnam, it was operated by Hudson Waterways Corp.

Now, a non-profit group in Tampa endeavors to turn it into a museum that will be berthed next to the Florida Aquarium. The organization, known as The Victory Ship, Inc., took possession of the ship via an act of Congress. They since have begun an ambitious fund-raising campaign for the transportation and conversion of the ship.

According to press reports, plans call for the *American Victory* to feature interactive displays recreating aircraft attacks and counter-measures, among other scenarios.

A spokesman for the organization told *The Virginian-Pilot* newspaper, "I hope visitors will walk away and say, 'You know, I never knew that people of such great valor served our country.'"

For additional information, contact The Victory Ship, Inc. at (813) 228-8766.

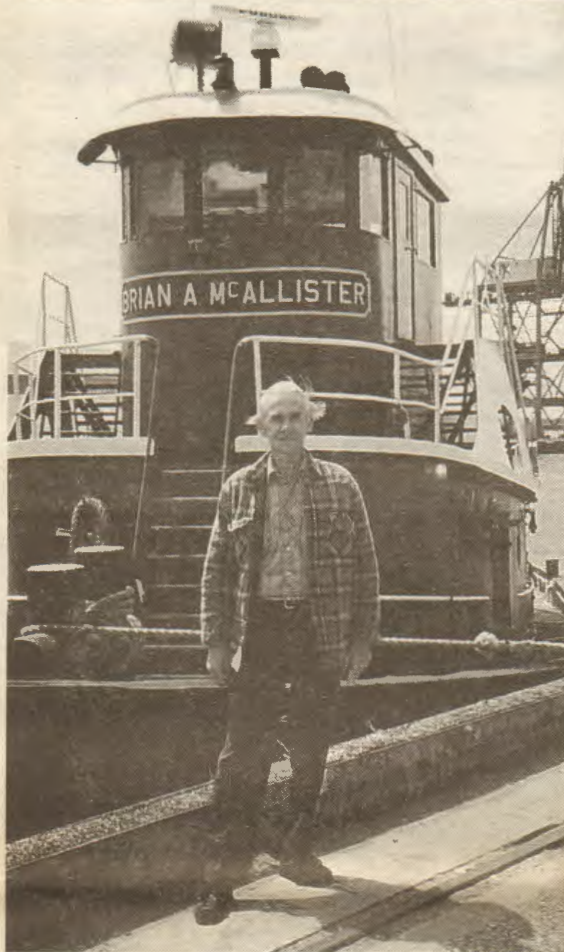
'Living Wage' in New Jersey



Earlier this year, the Hudson County (N.J.) Board of Freeholders adopted an SIU-backed "living wage" ordinance that will boost pay and benefits for hundreds of workers in the county. The ordinance mandates that in new contracts (as well as renewals of current agreements), workers at private firms staffing county buildings will receive at least 150 percent of the federal minimum wage. It further requires such companies to provide health and vacation benefits. The ordinance primarily impacts security guards and janitors. Pictured above (from left), commemorating this action, are SIU Representative Ed Pulver, who serves as president of the Hudson County Central Labor Council; Pete Busacca, secretary-treasurer of the council; and Bill O'Dea, a government official who proposed the ordinance.

Baltimore Bustle

McALLISTER



Jacob Bryan, port engineer at McAllister, sailed with the SIU from 1959 to 1984.



Deep Sea, Inland Seafarers Are Active in 'Charm City'

Throughout the port of Baltimore, SIU members are a visible part of the work force.

During a typical day last month, a reporter from the *Seafarers LOG* found Seafarers manning tugboats and military-contracted ships as well as assisting in the refurbishment of a newly contracted surveillance vessel.

SIU-contracted inland companies Moran and McAllister have offices in 'Charm City,' as does Transoceanic Cable Ship Co., a Tyco subsidiary that operates Seafarers-crewed vessels including the *Global Link*, *Global Mariner*, *Global Sentinel*, *Charles Brown* and *Long Lines*. Other Seafarers-crewed deep sea ships also are among the vessels that load and off-load in Baltimore.

The port itself is enjoying an upswing in general cargo, including strong showings this year in roll-on/roll-off cargoes, containers, breakbulk and forest products.

The photos on these two pages were shot April 13.

USNS VINDIC

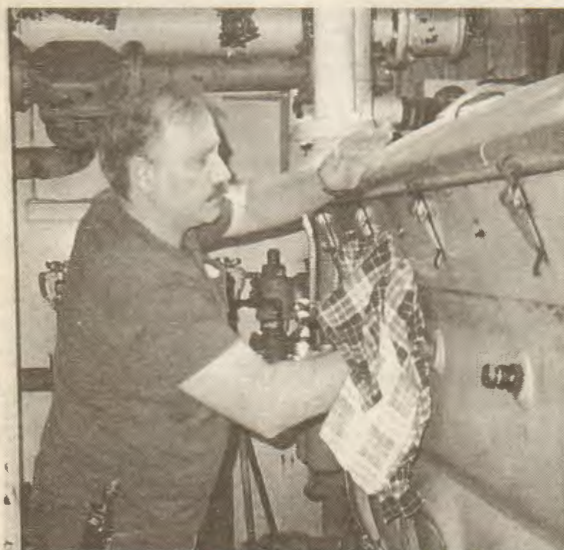


AB Holly Scheper is part of crew helping refurbish the lance ship.

MORAN TUGS



USNS WRIGHT



For Chief Engineer Terry Faulkner, pictured aboard the *Brian A. McAllister*, the SIU is a family affair. His son Keith sails as an AB with the union.



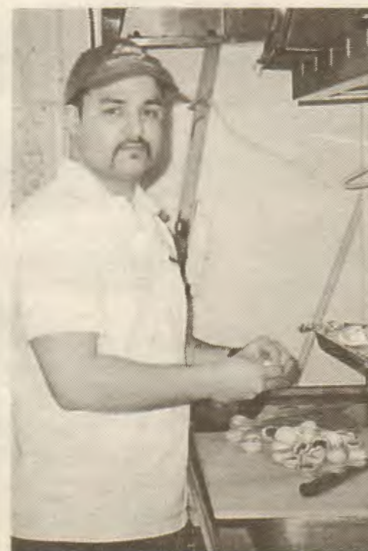
Exhibiting teamwork on deck are DEU Rich Allen (left) and Bosun Tom Moore.



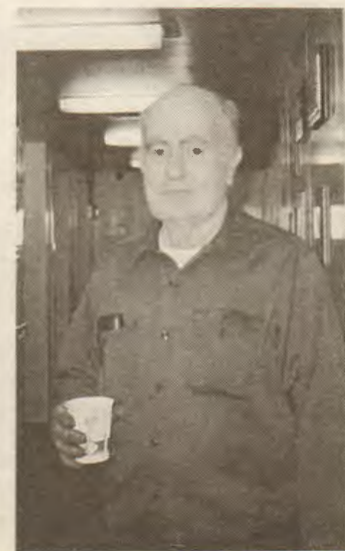
A Seafarer for 23 years, Buzz Fenn is a familiar face at the McAllister dock in Baltimore.



Checking a fuse box is QMED/Electrician John Miller.



Chief Steward Harry Galdeira readies another fine meal.

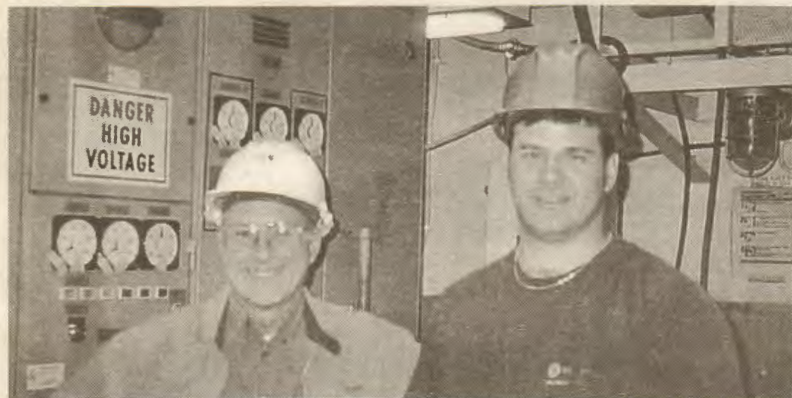


QMED Bill MacCulloch enjoys a brief coffee break.

CAPE WRATH



Cleaning carbon out of a turbo is DEU Dave Page.



Chief Engineer Chuck Holmes (left), an SIU hawsepiper, says QMED Rob Scott and the other Seafarers aboard the vessel are doing a good job.



QMED Teddy Wallace records an entry in the engine room.



Troubleshooting a telephone line is Electrician Lenny Bonarek.

the SIU surveil-



Aboard the *Hawkins Point*, Deckhand Dayvien Johnson (left photo) and Engineer Gary Lavinder head to an evening assignment.



Engineer Bill Epps (right) greets former Seafarer Manuel San Pedro.



Deckhand Wally Lindley reports to the tug *Cape Romain*.

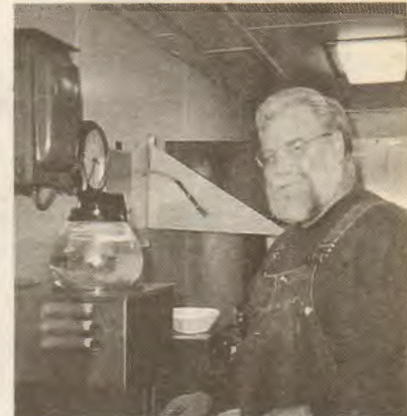
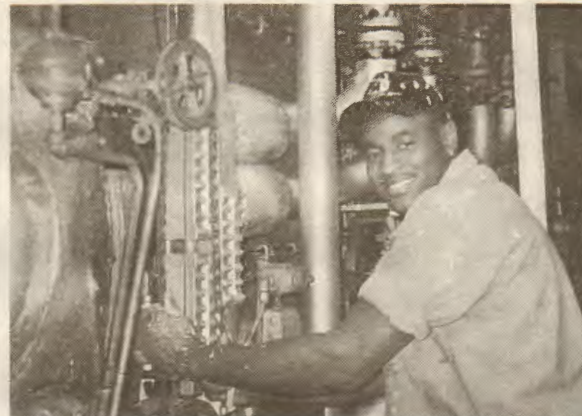
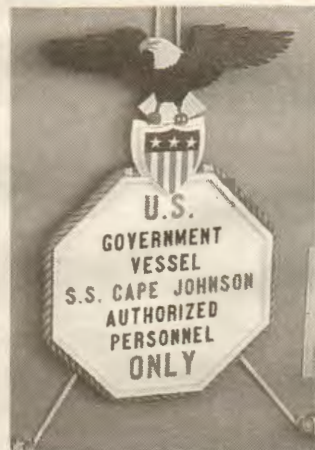


Untying a line on the *Hawkins Point* is Deckhand Calvin Johnson.



Primed for the next job is Engineer Kenny Hudgins.

CAPE JOHNSON



Pictured from left to right are QMED/Electrician Taylor Clear, GUDE DeCarlo Harris and Bosun John Toomey.

CAPE WASHINGTON



Forming part of the ROS crew are (from left) Electrician Steven Kafka, GUDE Walter Lupo and Bosun Rick James, joined by SIU Baltimore Port Agent Dennis Metz.



Escape

to Piney Point



relax . . .

Tired of the hustle and bustle of city streets, jam-packed shopping malls and stuffy community parks? Dread spending your summer vacation at a crowded beach resort or camping ground? Then this year turn your sights to Piney Point, Md., home of the Paul Hall Center for Maritime Training and Education.

Ideally situated on the banks of the St. George's Creek, all the ingredients for a fun-filled vacation can be found on the grounds or within driving distance of the center. Entertaining day trips throughout historic southern Maryland and the Washington, D.C. metropolitan area can fill time between fishing trips or tennis matches right on the center's facilities.

The Paul Hall Center, which houses the largest training facility for deep sea merchant seafarers and inland waterways boatmen in the United States, is composed of a number of administrative and educational buildings as well as a library and maritime museum and a six-story training and recreation center on more than 60 acres of waterfront property. A number of the rooms in the training and recreation center are set aside during the summer months for vacationing SIU members and their families.

The rooms are comfortable and well equipped, and in the lobby is the Sea Chest, where personal items, maga-

zines, snacks and SIU souvenirs are sold. Your stay at Piney Point, which can last up to two weeks per family, also includes three delicious meals each day.

At the center are a picnic area with grills and tables, outdoor tennis and basketball courts, an Olympic-size swimming pool, a health spa (including Nautilus, free weights, universal gym, sauna and steamroom) and plenty of space for walks or jogs on the beautifully landscaped grounds.

This peaceful setting provides the opportunity for both water and land-based expeditions. The center has a marina where vacationers may take a boat out for the day to sail around the region or look for a good fishing spot. With 400 miles of waterline surrounding St. Mary's County, waterborne activities are abundant.

The school's marina also serves as the home of the *Manitou*, the last pleasure vessel owned by President John F. Kennedy. The vessel

was restored in 1990 by SIU pensioners. Across the grounds is the Paul Hall Library and Maritime Museum. The library contains more than 17,000 volumes on maritime and labor history, while the museum features a collection of ship models, historical nautical instruments and union memorabilia.

One does not have to venture too far outside the gates of the Paul Hall Center to get a sense of history. St. Mary's County was the first proprietary colony in America, the first colony to practice religious tolerance, the first colony to have peaceful relations with the native Indians, the first Maryland capital and the first place a request for the women's right to vote was recorded.

History aside, there are plenty of other attractions in Southern Maryland—seafood festivals, art exhibitions, antique and craft shows, country auctions, concerts and theatre productions.

But if you crave more than the easy southern Maryland way of life, you could venture into the metropolitan area of Washington, D.C.,—less than a two-hour drive from the Paul Hall Center.

The Capitol, White House and Supreme Court all offer daily tours. A favorite for many families is a tour of the FBI headquarters as well as a

visit to the U.S. treasury's printing site, where one can actually watch the nation's paper currency being made.

The Smithsonian Institution holds hundreds of exhibits (all free) and provides hours of fun for the entire family. Among the Smithsonian museums are those for natural history, American history, and the most popular—the National Air and Space Museum.

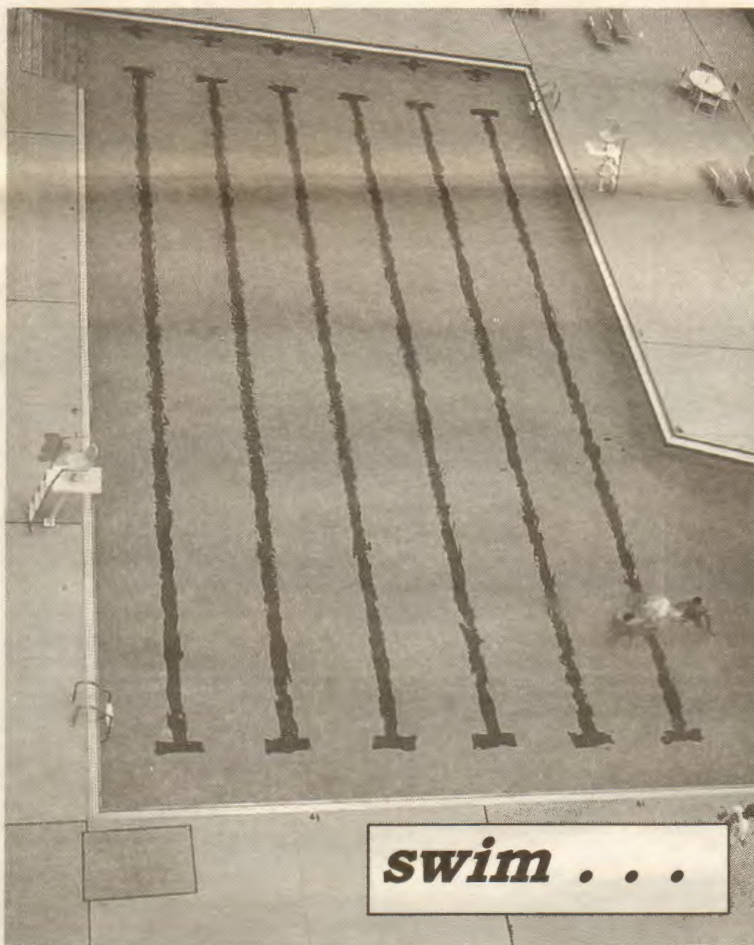
One of the best of its kind is the Washington National Zoo. Hundreds of rare animals live in their natural habitats, including the rare panda bear.

There are many more sights to behold in the area. The Jefferson, Washington and Lincoln memorials each has its unique surroundings and places to rest and share a picnic lunch. Paddle boats also may be rented by the hour—a fun way to get a look at life in Washington.

Arlington and Alexandria, Va. are also well worth a visit (National Cemetery, the Pentagon, Mt. Vernon). Or you can catch an Orioles' ball game at Camden Yards in Baltimore.

It will take more than a day—or even a weekend—to see some of the more famous landmarks and attractions in the area. But by using the Paul Hall Center as an affordable base from which to plan your vacation days, what you do and don't do is entirely up to you.

To take advantage of this unique benefit to SIU members and their families, send in your reservation form now.



swim . . .

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.

599

UNION MEMBER VACATION RATES

A vacation stay at the Lundeberg School is limited to two weeks per family.

Member	\$40.00/day
Spouse	10.00/day
Child	10.00/day

Note: There is no charge for children 11 years of age or younger. The prices listed above include all meals.



go fishing . . .

Dispatchers' Report for Deep Sea

MARCH 16 — APRIL 15, 1999

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	23	16	8	13	13	7	11	62	24	12
Philadelphia	10	9	2	5	4	1	0	9	8	4
Baltimore	6	4	1	3	5	0	1	6	6	2
Norfolk	18	9	10	12	4	12	3	29	20	7
Mobile	15	8	4	5	2	3	0	25	14	4
New Orleans	16	16	6	17	8	2	3	31	20	11
Jacksonville	35	20	12	28	10	4	11	58	21	17
San Francisco	18	14	3	16	6	4	7	38	26	2
Wilmington	30	8	3	21	7	6	8	49	18	11
Tacoma	27	8	11	27	11	4	11	49	12	8
Puerto Rico	11	3	2	8	2	7	4	18	4	0
Honolulu	7	4	2	6	6	2	3	10	9	4
Houston	33	15	10	26	12	8	12	46	19	7
St. Louis	1	2	4	2	2	2	0	1	1	3
Piney Point	4	2	5	1	5	2	1	5	3	5
Algonac	0	1	0	0	1	0	0	0	0	0
Totals	254	139	83	190	98	64	75	436	205	97
ENGINE DEPARTMENT										
New York	13	7	1	10	7	2	2	25	11	4
Philadelphia	4	3	0	1	3	1	2	5	6	0
Baltimore	6	1	3	5	3	2	2	4	5	2
Norfolk	7	7	2	6	6	3	0	10	11	2
Mobile	7	2	3	13	2	3	4	11	4	1
New Orleans	8	7	2	4	3	2	0	13	9	5
Jacksonville	21	17	5	9	12	5	2	34	24	2
San Francisco	8	6	1	7	6	2	4	16	9	2
Wilmington	12	5	3	12	9	2	7	15	10	4
Tacoma	13	10	1	12	6	1	3	22	9	3
Puerto Rico	6	4	1	2	1	1	0	10	6	1
Honolulu	4	8	5	8	4	3	0	7	11	6
Houston	14	6	1	20	4	2	4	20	13	3
St. Louis	3	2	0	0	1	0	1	3	3	0
Piney Point	7	4	1	2	0	3	0	6	7	1
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	133	89	29	111	67	32	31	201	138	36
STEWARD DEPARTMENT										
New York	13	8	1	6	5	2	0	19	13	0
Philadelphia	2	2	0	2	0	0	3	3	2	0
Baltimore	0	0	1	2	0	0	0	1	2	1
Norfolk	6	10	1	2	6	2	1	14	14	3
Mobile	4	3	0	4	3	1	1	9	3	0
New Orleans	3	10	3	5	5	1	2	6	14	3
Jacksonville	24	10	0	14	2	1	4	37	13	5
San Francisco	26	5	1	18	3	0	6	40	10	1
Wilmington	21	1	1	13	2	1	5	31	6	5
Tacoma	19	3	0	20	2	0	7	33	3	0
Puerto Rico	1	1	0	1	0	0	0	2	3	0
Honolulu	8	7	7	9	6	13	2	18	10	8
Houston	7	1	1	14	1	0	2	15	2	2
St. Louis	1	2	1	1	1	0	0	1	1	1
Piney Point	3	4	0	0	2	0	0	7	6	0
Algonac	0	1	0	0	0	0	0	0	1	0
Totals	138	68	17	111	38	21	33	236	103	29
ENTRY DEPARTMENT										
New York	7	29	8	4	20	6	0	9	60	29
Philadelphia	0	2	4	0	1	2	0	0	4	7
Baltimore	0	2	5	0	2	4	0	0	2	2
Norfolk	0	12	9	3	11	7	0	1	19	15
Mobile	1	9	1	0	5	0	0	1	15	2
New Orleans	2	13	7	2	3	3	0	8	15	11
Jacksonville	7	21	12	3	13	6	0	12	27	17
San Francisco	9	18	5	6	9	0	0	10	28	5
Wilmington	6	8	5	3	6	5	0	10	17	11
Tacoma	8	14	3	11	11	3	0	10	21	3
Puerto Rico	6	2	2	2	0	4	0	8	4	6
Honolulu	4	35	75	4	22	60	0	7	44	96
Houston	2	12	12	1	6	3	0	4	20	22
St. Louis	0	3	0	0	0	0	0	0	5	0
Piney Point	0	14	12	0	8	9	0	0	16	14
Algonac	0	0	0	0	0	0	0	0	0	1
Totals	52	194	160	39	117	112	0	80	297	241
Totals All Departments	577	490	289	451	320	229	139	953	743	403

*"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.

June & July 1999 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney PointMonday: June 7; Tuesday: July 6*
 (*change created by Independence Day holiday)

AlgonacFriday: June 11, July 9

BaltimoreThursday: June 10, July 8

DuluthWednesday: June 16, July 14

HonoluluFriday: June 18, July 16

HoustonMonday: June 14, July 12

JacksonvilleThursday: June 10, July 8

Jersey CityWednesday: June 23, July 21

MobileWednesday: June 16, July 14

New BedfordTuesday: June 22, July 20

New OrleansTuesday: June 15, July 13

New YorkTuesday: June 8, July 6

NorfolkThursday: June 10, July 8

PhiladelphiaWednesday: June 9, July 7

San FranciscoThursday: June 17, July 15

San JuanThursday: June 10, July 8

St. LouisFriday: June 18, July 16

TacomaFriday: June 25, July 23

WilmingtonMonday: June 21, July 19

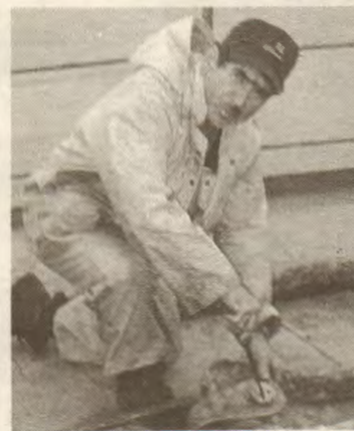
Each port's meeting starts at 10:30 a.m.

Personals

EDDIE BURKE

It has been a long time since Alan and Jackie Martyn have heard from you. Please write them at P.O. Box 6507, Los Osos, CA 93412; or telephone (805) 528-0229.

Keeping on Top of Deck Duties



Cesar Gutierrez, bosun aboard the Liberty Star, tackles a wire-splicing job while the Liberty Maritime vessel is en route to Haifa, Israel.

LOG-A-RHYTHMS

River of Love

by George Buisson

A woman is like a river,
 she's soft but powerful at the same time.
 Treat her right and she will keep you afloat at a steady stream.
 Such as a river, she has her ups and downs, but faithful and reliable like the mighty Mississippi.
 Like a river, she cannot be dammed or controlled, she must be let free to flow at her own speed and course.
 But such as a river, she is the source of all life.

AB George Buisson wrote this poem in 1991 while working on the M/V Advantage during the Persian Gulf war.

**Seafarers International Union
Directory**

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermett Mangram
Vice President Government Services

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

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

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

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

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

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

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

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

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

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

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

NEW ORLEANS
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

MARCH 16 — APRIL 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	23	9	0	7	0	0	16	9
ENGINE DEPARTMENT									
Algonac	0	13	2	0	5	1	0	8	1
STEWARD DEPARTMENT									
Algonac	0	10	3	0	3	1	0	7	2
ENTRY DEPARTMENT									
Algonac	0	19	28	0	4	2	0	15	26

Totals All Depts 0 65 42 0 19 4 0 46 38

*"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

MARCH 16 — APRIL 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	2	2	7	0	1	3	3	2	20
Lakes, Inland Waters	45	0	0	6	0	0	39	0	0
West Coast	3	1	6	7	0	1	9	1	16
Totals	50	3	13	13	1	4	51	3	36
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	1	0	1
Lakes, Inland Waters	19	0	0	2	0	0	17	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	19	0	0	2	0	0	18	0	1
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	21	0	0	4	0	0	17	0	0
West Coast	0	0	0	0	0	2	0	0	3
Totals	21	0	0	4	0	2	17	0	3

Totals All Depts 90 3 13 19 1 6 86 3 40

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

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

PIC-FROM-THE-PAST



This photo was sent to the *Seafarers LOG* by Third Mate/AB Keith W. Finnerty of Baltimore, who has been an SIU member since 1984.

The picture is of his father, Bosun Thomas C. Finnerty (left) and a shipmate (whose name he can't remember except that he was from Boston). It was taken while ashore in LeHavre, France shortly after World War II.

The elder Finnerty was an SIU member from 1943 until 1958. He recently became eligible for an Honorable Discharge from the U.S. Coast Guard for service in the U.S. Merchant Marine during WWII. He also received medals for all three war zones (Atlantic, Pacific, Mediterranean) as well as the Combat Ribbon for action under fire.

Additionally, the Russian government sent him a medal for his participation in the dangerous runs to Murmansk during the war.

Now 76 years old, Thomas Finnerty still reads every issue of the *Seafarers LOG*.

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



Welcome Ashore

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

Joining the growing number of SIU pensioners this month are a total of 21 members who have retired after many voyages on the world's oceans, waterways and lakes.

Eleven of those signing off their ships for the last time sailed in the deck department, seven shipped in the engine department and three were members of the steward department.

Among those joining the ranks of the retirees, eight served in the U.S. military—three each in the Army and Navy, and one each in the Air Force and Marine Corps.

This month's pensioners are scattered across the country: seven from the Midwest, five in the Gulf states, four on the West Coast, three in Puerto Rico and two on the East Coast.

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

DEEP SEA



ALOAGOSTINO, 71, started her career with the Marine Cooks & Stewards (MC&S) in 1961 in the port of Los

Angeles, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Sister Agostino last sailed aboard the *USNS Soderman* as a member of the steward department. Born in Wisconsin, she has retired to Coronado Del Mar, Calif.

MIGUEL A. ALICEA, 47, began sailing with the Seafarers in 1975 from the port of New York aboard the *Azalea*



City. A native of Puerto Rico, he sailed in the engine department and upgraded his skills at the Lundeberg School in Piney Point, Md. From 1968 to 1971, he served in the U.S. Army. He makes his home in Caguas, P.R.

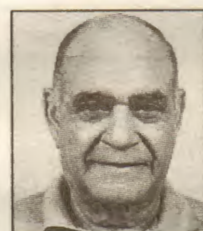


CLARENCE E. ANDERSON, 55, graduated from the Andrew Furuseth Training

School in 1963 and joined the SIU in the port of Baltimore. His first ship was the *John C.*, operated by Atlantic Carriers. A native of Kentucky, he sailed in the engine department. Brother Anderson last sailed aboard the *Sea-Land Newark* and makes his home in Adrian, W. Va. From 1965 to 1967, he served in the U.S. Army.

KASSIM A. HARHARA, 52, began sailing with the Seafarers in 1970 from the port of San Francisco aboard the *Overseas Dinny*. During his career, he

worked in all three departments, last sailing in the steward department aboard the *Sea-Land Independence*. Born in Yemen, he has retired to Seattle.



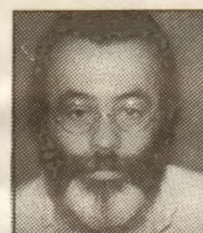
TOMAS A. PEARCE, 65, first sailed with the SIU in 1966. Born in Mexico, he worked in the deck department. Brother

Pearce last sailed aboard the *Zapata Ranger*. He makes his home in Boulder City, Nev.

WILLIAM S. TANNO, 66, started his career with the MC&S in 1968, before that union merged with the SIU's



AGLIWD, sailing aboard the *Monterey*. The steward department member upgraded his skills at the MC&S training school in Santa Rosa, Calif. Brother Tanno last sailed in 1996 aboard the *Cape Isabel*, an American President Lines vessel. From 1955 to 1957, he served in the U.S. Navy. Born in Hawaii, he has retired to Los Angeles.



RUBEN A. VELEZ SR., 53, graduated from the Lundeberg School's entry level training program in 1967 and

joined the Seafarers in the port of New York. His first ship was *Our Lady of Peace*. Starting out in the deck department, he later transferred to the engine department and upgraded frequently at the Lundeberg School. Brother Velez last sailed aboard the *Sea-Land Consumer*. The Puerto Rico native calls San Juan home.

FREDERICK V. VOGLER, 55, started his career with the SIU in 1967 in the port of San Francisco sailing aboard the *Longview*

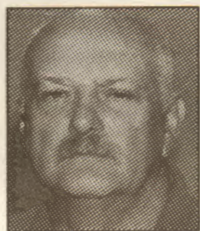


Victory. The California native worked in the engine department and frequently upgraded at the Lundeberg School. He last sailed aboard the *Sea-Land Innovator*. From 1960 to 1964, he served in the U.S. Navy. Brother Vogler has retired to Chino, Calif.

GEORGE A. WILLIAMS, 53, graduated from the Lundeberg School's entry level training program in 1967 and joined the Seafarers in the port of New York. Born in Puerto Rico, he sailed in the engine department and

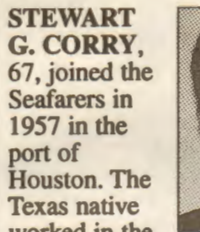


THOMAS M. ASTON SR., 61, first sailed with the Seafarers in 1962. The Mississippi native was a member of the engine department. During his career, he worked primarily for Dravo Basic Materials. Boatman Aston makes his home in Bourg, La.



JOHN D. BROOKS, 62, began sailing with the SIU in 1975 from the port of Norfolk, Va. Boatman Brooks

worked in the deck department and upgraded his skills at the Lundeberg School. He last sailed aboard a Crowley Towing & Transportation vessel. From 1954 to 1958, he served in the U.S. Navy. Born in Ohio, he has retired to Dundas, Va.



STEWART G. CORRY, 67, joined the Seafarers in 1957 in the port of Houston. The Texas native worked in the deck department, last sailing as a captain aboard a G&H Towing Co. vessel. Boatman Corry makes his home in Houston.



ROBERT W. DAWSEY, 66, first sailed with the SIU in 1987. Boatman Dawsey worked as a captain, sail-

ing primarily aboard vessels operated by McAllister Towing. His last boat was the *Mark McAllister*. A native of Mississippi, he resides in Pearlinton.

HENRY L. NEWKIRK, 64, began his career with the Seafarers in 1970 in the port of Norfolk, Va. He started out in the deck department and later transferred to the engine department. Boatman Newkirk last sailed in 1982 aboard the *Estelle Stone*. A native of North Carolina, he resides in Wilmington.

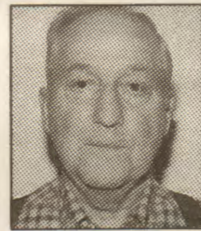
WILLIAM H. RUSSELL, 62, began sailing with the Seafarers in 1954 from the port of New Orleans. Boatman Russell worked

in the deck department, last sailing as a mate aboard the *Resolute*, operated by Dixie Carriers. A native of Louisiana, he makes his home in Metairie. From 1959 to 1961, he served in the U.S. Army.

BOBBY R. SIMMONS, 55, first sailed with the SIU in 1967 in the port of Houston. Born in Texas, he started out in the steward department and later transferred to the deck department. Boatman Simmons last sailed aboard a Crowley Towing & Transportation Co. vessel. He has retired to Land O' Lakes, Fla.



GREAT LAKES



LEONARD L. BARNARD, 68, first sailed with the Seafarers in 1965. Brother Barnard worked in the engine department, last sailing aboard the *Buffalo*, operated by American Steamship Co. The Michigan native served in the U.S. Air Force from 1950 to 1952. He has retired to Benzonia, Mich.

EDWARD G. FIKE, 62, began his career with the SIU in 1952. The Ohio native started out in the engine department and later transferred to the



deck department. He last sailed aboard the *Virginia*, a Great Lakes Towing Co. vessel. Brother Fike resides in Parma, Ohio.



MELVIN R. KIRCHOFF, 57, joined the Seafarers in 1963 in the port of Alpena, Mich. Brother Kirchoff worked in the deck department, sailing primarily aboard vessels operated by Inland Lakes Management. He last sailed aboard the *Paul H. Townsend*. The Michigan native makes his home in Posen.

JULIAN C. MARTIN, 65, began sailing with the SIU in 1959 from the port of Detroit. Born in Pennsylvania, he sailed in the deck department as a mate. Brother Martin last sailed in 1977 aboard the *J.A. Kling*, operated by American Steamship Co. He has retired to Saginaw, Mich.



AHMED A. SHOHATEE, 58, started his career with the Seafarers in 1970 in the port of Detroit. Born in Yemen, he began working in the engine department and later transferred to the deck department. Brother Shohatee last sailed aboard the *Richard J. Reiss* operated by Erie Sand Steamship Co. He makes his home in Detroit.

Thanks Given to Obregon Crew

The captain and crew of the *PFC Eugene A. Obregon* recently were sent letters of appreciation from the U.S. Navy for the outstanding support the maritime prepositioning vessel provided the Navy during exercise Dynamic Mix '98. The galley gang (right) is comprised of (from left, standing) SA Jorge Mora, Chief Steward Patrick Helton, Chief Cook Rudolph Xatruch, SA Edita Miguel, SA Arnulfo Lacayo, (kneeling) Asst. Cook/Utility Mauricio Castro and SA Saleh Mohamed. (SA Mary Jones is not pictured.)



Members of the deck department (left) during Dynamic Mix '98 are (standing) Bosun Henry Bouganim, (from left, kneeling) ABs William Michael, Gregory Hickman, Henry Sondie, Charles Frisella and Arthur Reed. In the engine department of the Waterman Steamship Corp. vessel (bottom) are (from left: QMEDs Maximo Dising and Robert Farmer, DEU Jose Bermudez, and QMEDs Ronald Lukacs and James Brock.



Final Departures

DEEP SEA

CAYETANO B. AGONY

Pensioner Cayetano B. Agony, 92, passed away December 18, 1998. A native of the Philippine Islands, he started his career with the Marine Cooks and Stewards (MC&S) in 1944 in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Agony's first ship was the *Cape Isabel*, and prior to his retirement in January 1971, he signed off the *Idaho*. He was a resident of San Jose, Calif.

JOHN L. ARVANITES



Pensioner John L. Arvanites, 65, died February 3. Born in Greece, he joined the Seafarers in 1959 in the port of New York. Brother

Arvanites sailed in the steward department and upgraded his skills at the Lundeberg School in Piney Point, Md. His first ship was the *Orion Comet* and he last sailed aboard the *Overseas Philadelphia*. A resident of Houston, he began receiving his pension in July 1998.

RAYMOND V. BAKER



Pensioner Raymond V. Baker, 68, passed away February 8. He first sailed with the SIU in 1948 aboard the *Powder River*, a Cities Service

tanker. Brother Baker worked in the engine department, last sailing aboard the *Ogden Leader*. From 1954 to 1956, he served in the U.S. Army. Brother Baker was a resident of Houston. He retired in August 1995.

ERVIN BRADLEY



Pensioner Ervin Bradley, 78, died February 7. Brother Bradley started his career with the Seafarers in 1941 in the port of Mobile, Ala. Born in South

Carolina, he sailed as a member of the steward department. He lived in Mobile and began receiving his pension in May 1982.

DICK T. BRINKLEY

Dick T. Brinkley, 59, passed away in February. Born in Texas, he began sailing with the SIU in 1980 from the port of Wilmington, Calif. Brother Brinkley started out in the inland division and later transferred to deep sea vessels. He sailed in the deck department and upgraded his skills at the Lundeberg School. From 1957 to 1968, he served in the U.S. Navy. Brother Brinkley was a resident of Los Angeles.

ROBERT A. BUTLER



Pensioner Robert A. Butler, 76, died February 12. A native of Arkansas, he joined the Seafarers in 1947 in the port of New Orleans.

Brother Butler sailed in the deck department and began receiving his pension in June 1977. He served in the U.S. Navy from 1940 to 1946. He was a resident of New Orleans.

JAI SUNG CHAR

Pensioner Jai Sung Char, 80, passed away January 22. Born in Hawaii, he joined the MC&S in 1951 in the port of Los Angeles, before that union merged with the SIU's AGLIWD. Prior to his retirement in February 1984, he sailed aboard the *Maui*, operated by Matson Navigation. Brother Char was a resident of Honolulu.

JOHN N. CHIORRA



Pensioner John N. Chiorra, 80, died February 23. He started his career with the Seafarers in 1944 in the port of New York. Born in West Virginia, he

sailed in the steward department. Brother Chiorra was a veteran of World War II, having served in the U.S. Army from 1942 to 1943. A resident of Allentown, Pa., he began receiving his pension in March 1969.

THOMAS WOODROW DICKENS



Pensioner Thomas Woodrow Dickens, 82, passed away March 8. Brother Dickens began sailing with the SIU in

1941 from the port of New Orleans. The Mississippi native sailed in the steward department and retired in June 1978. He was a resident of Hammond, La.

ROBERT W. FERRANDIZ



Pensioner Robert W. Ferrandiz, 73, died March 6. He joined the Seafarers in 1947 in the port of New York. The Empire State native

sailed in the steward department and upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1982. A resident of Las Vegas, he started receiving his pension in April 1987.

EDWARD F. GARRITY



Pensioner Edward F. Garrity, 76, passed away February 13. A native of Pennsylvania, he began sailing with the SIU in 1953 from the

port of New York. He worked as a member of the deck department. During World War II, he served in the U.S. Army from 1943 to 1945. Brother Garrity was a resident of Philadelphia and retired in December 1987.

LEWIS J. "CURLY" GOODWIN



Pensioner Lewis J. "Curly" Goodwin, 83, died May 27, 1998. Brother Goodwin joined the Seafarers in 1941 in the port of New York.

Born in Maine, he sailed in the deck department and began receiving his pension in May 1970. From 1934 to 1939, he served in the U.S. Navy. He was a resident of Portland, Maine.

CLARENCE V. HENRY



Pensioner Clarence V. Henry, 71, passed away February 27. He was a heavy-weight boxing contender prior to joining the MC&S in 1957,

before that union merged with the SIU's AGLIWD. His first ship was the *Matsonia*, operated by Matson Navigation Co. During his seafaring career, he was active in union organizing drives. From 1945 to 1946, he served in the U.S. military. Brother Henry was a resident of Harbor City, Calif. He retired in 1983.

GEORGE C. HOFFMAN



Pensioner George C. Hoffman, 81, passed away February 13. A native of Louisiana, he started his career with the Seafarers in

1941 in the port of New Orleans. He sailed in the deck department and began receiving his pension in September 1979. From 1938 to 1941, Brother Hoffman served in the U.S. Marine Corps. He was a resident of New Orleans.

MARTIN M. ITURRINO



Pensioner Martin M. Iturrino, 87, died February 16. Born in Puerto Rico, he joined the SIU in 1946 in the port of New York. Brother

Iturrino worked in the steward department and retired in December 1976. During his career, he was active in union organizing drives. He was a resident of Alexandria, Va.

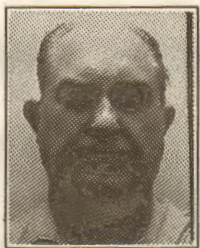
DOROTHY KEMISH

Pensioner Dorothy Kemish, 74, passed away January 26. Sister Kemish started her career with the MC&S in 1957 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Her first ship was the *Mariposa*. Born in England, she was a resident of Santa Rosa, Calif. and began receiving her pension in June 1978.

MELECIO T. LLACUNA

Pensioner Melecio T. Llacuna, 85, died January 10. He joined the MC&S in 1943, before that union merged with the SIU's AGLIWD. Born in the Philippine Islands, Brother Llacuna made his home in San Francisco. He retired in 1978.

EDWARD J. LOFLIN



Pensioner Edward J. Loflin, 82, passed away January 18. Brother Loflin started his career with the Seafarers in 1947 in the port of New York,

sailing aboard the *Alcoa Corsair*. During his career, he sailed in both the steward and engine departments. The Mississippi native began receiving his pension in October 1981. He was a resident of Sea Level, N.C.

JOSEPH E. LUJAN

Pensioner Joseph E. Lujan, 78, died March 17. Born in New Mexico, he joined the SIU in 1951 in the port of San Francisco. His first ship was the *Greeley Victory*. Brother Lujan sailed



in the deck department and retired in April 1987. A veteran of World War II, he served in the U.S. Army from 1942 to 1945. Brother Lujan made his home in Los Molinos, Calif.

ROBERT O. LYONS

Pensioner Robert O. Lyons, 80, passed away February 14. Brother Lyons joined the MC&S in 1950 in the port of San Francisco, before that union merged with the SIU's AGLIWD. A native of Illinois and a resident of Berkeley, Calif., he began receiving his pension in December 1980. He was a veteran of World War II, having served in the U.S. military from 1941 to 1945.

MARION M. MARTIN JR.



Pensioner Marion M. Martin Jr., 78, died recently. A native of Virginia, he began sailing with the SIU in 1948 from the port of New

York. Brother Martin sailed as a member of the deck department. During World War II, he served in the U.S. Army from 1941 to 1943. A resident of Pearlinton, Miss., he retired in October 1978.

JEANNIE EKIMOTO MEDINA

Pensioner Jeannie Ekimoto Medina, 82, passed away January 13. A native of California and a resident of San Francisco, she joined the MC&S in 1953 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Sister Medina's first ship was the *President Cleveland*. Prior to her retirement in October 1976, she worked aboard the *Mariposa*.

RAYMOND A. MILLY

Pensioner Raymond A. Milly, 87, died January 1. Brother Milly began sailing with the MC&S in 1956 aboard the *Lurline*, operated by Matson Navigation, before that union merged with the SIU's AGLIWD. A resident of San Francisco, he started receiving his pension in June 1973.

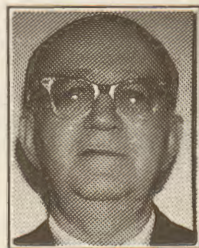
DELMAR B. MISSIMER



Pensioner Delmar B. Missimer, 73, passed away February 1. He started his career with the Seafarers in 1952 in the port of New

York. Brother Missimer sailed in the deck department. A veteran of World War II, he served in the U.S. Navy from 1943 to 1946. He was a resident of New Orleans, retiring in May 1986.

JOSEPH PASZEK



Pensioner Joseph Paszek, 79, died February 15. Born in Poland, Brother Paszek began his career with the SIU in 1947 in the port of New York.

He was a member of the engine department. During World War II, he sailed in the merchant marine and was decorated by President Truman for heroism. A resident of Marlboro,

N.J., he began receiving his pension in October 1982.

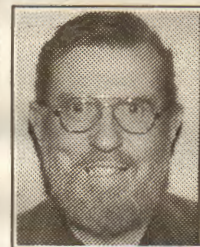
WILLIAM M. "DUKE" PEARSON



Pensioner William M. "Duke" Pearson, 81, passed away November 7, 1998. Born in Georgia, he joined the MC&S in 1948,

before that union merged with the SIU's AGLIWD. During World War II, he served in the U.S. Army. Brother Pearson came ashore in 1972 to work at the MC&S training school in Santa Rosa, Calif. A resident of Waianae, Hawaii, he began receiving his pension in September 1975.

KENNETH G. PETERSON

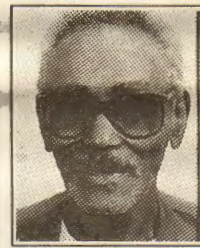


Pensioner Kenneth G. Peterson, 64, died February 10. He first sailed with the Seafarers in 1966 aboard the *Duke Victory*. The Michigan

native sailed in the engine department and upgraded his skills at the Lundeberg School. Brother Peterson last sailed aboard the *Westward Venture*, an Interocean Management Corp. vessel. A resident of Hancock, Mich., he retired in January 1996.

INLAND

CHARLES A. CHINN



Pensioner Charles A. Chinn, 71, passed away March 12. Born in Tennessee, he joined the Seafarers in 1980 in the port of New Orleans.

Boatman Chinn sailed in the engine department and began receiving his pension in May 1995. From 1946 to 1949, he served in the U.S. Army. He was a resident of Memphis, Tenn.

GREAT LAKES

GEORGE H. SYLVESTER



Pensioner George H. Sylvester, 86, died December 15, 1998. He joined the SIU in 1954 in the port of Alpena, Mich. Brother Sylvester

worked in the steward department, sailing primarily aboard the *S.T. Crapo* and the *J.W. Boardman*, operated by Huron Portland Cement Co. A resident of Port Richey, Fla., he began receiving his pension in July 1983.

RAILROAD MARINE

JOSEPH BOLMARICH

Pensioner Joseph Bolmarich, 92, passed away February 28. Born in Austria, he joined the SIU in 1960 in the port of New York. Brother Bolmarich sailed as a deckhand and worked primarily for the marine division of the New York Central Railroad Co. He was a resident of Brick, N.J. and began receiving his pension in May 1971.

EDUARDO SACCONI

Pensioner Eduardo Saccone, 94, passed away February 13. Brother Saccone joined the SIU in 1960 in the port of New York. He sailed as a deckhand and retired in February 1970. Born in Italy, he was a resident of East Northport, N.Y.

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.

ITB PHILADELPHIA (Sheridan Transportation), December 30—Chairman **Edwin Rivera**, Secretary **Robert Wilcox**, Educational Director **Rashawn Richardson**, Deck Delegate **Walter Harris**, Engine Delegate **Teki Williams**, Steward Delegate **Mohamed M. Hussein**. Chairman reported all well aboard ship with no beefs or disputed OT. Secretary thanked crew members for efforts in keeping house and mess decks clean. President's Report from latest *Seafarers LOG* read and discussed. Also talked about ITF and need to expose runaway-flag shipping. Steward department thanked for great holiday meals. Next ports: Fort Lauderdale, Fla. and Corpus Christi, Texas.

OCC L INSPIRATION (Sea-Land Service), December 17—Chairman **Neftali Santana**, Secretary **Ekow Doffoh**, Educational Director **Clarence R. Langford**. Director met with chief mate to establish guidelines for getting TRBs signed off by January 1, 1999. Mate agreed to sign booklets. No beefs or disputed OT reported. Next port: Jacksonville, Fla.

SEA-LAND INNOVATOR (Sea-Land Service)—December 13—Chairman **John Stout**, Secretary **Jose M. Bayani**, Educational Director **Mark Serlis**, Deck Delegate **Salvatore Lagare**, Engine Delegate **Robert A. Rush**, Steward Delegate **Lovie Diaz**. Chairman stated this was last trip to Caribbean and TRBs should be signed by December 31. Those getting off should clean cabins, leave keys behind and keep all doors locked while ship in port. New VCR will be brought aboard in Long Beach, Calif. He also reminded crew members of importance of contributing to SPAD. Secretary thanked chairman, ABs and engine department for job well done preparing for ship inspection. Educational director urged Seafarers to upgrade skills at Lundeberg School in Piney Point, Md. No beefs or disputed OT reported. Back door locks fixed on 01-02 level. Fumigation needed to rid ship of unwanted pests.

CAPT. STEVEN L. BENNETT (Sealift, Inc.)—January 26—Chairman **Samuel Bruch**, Secretary **Ronald Lupinacci**, Deck Delegate **Lee Kruger**, Engine Delegate **Edward Lewis**, Steward Delegate **Enrique Agosto**. Chairman reviewed previous minutes and described positive measures being taken. Repairs to furnishings completed, new mattresses ordered and gym now operational. Secretary stressed importance of upgrading at Paul Hall Center. Crew should be aware of mandatory classes needed to continue sailing. No beefs or disputed OT reported. Clarification of OT requested, including explanation in detail of regular and premium OT listed by hours and amounts. AB requested new vacuum cleaner for crew deck.

COAST RANGE (Crowley Petroleum)—January 31—Chairman **John Mossbarger**, Secretary **Cynthia Caster**, Educational Director **Alex Resendez III**, Steward Delegate

Robert W. Gilliam. Chairman reminded crew members to renew STCW by taking signed TRBs and one photo to Coast Guard before 2002. Secretary noted payoff today and reminded crew of upgrading opportunities at Piney Point. He also mentioned new fire fighting school being built there. No beefs or disputed OT reported.

COURIER (Intrepid Ship Management), January 27—Chairman **Charles Foley**, Secretary **Eva Myers**, Educational Director **Rikk Parker**, Deck Delegate **Joseph Carrillo**, Engine Delegate **Thomas V. Hastings**, Steward Delegate **Antonio Martinez**. Chairman announced payoff January 30. He'll try to get completion of tour forms from boarding patrolman. New TV antenna purchased. Treasurer stated \$600 in ship's fund. Suggestion made to purchase movies with part of money. No beefs or disputed OT reported. Next port: Beaumont, Texas.

ITB NEW YORK (Sheridan Transportation), January 28—Chairman **Stephen Argay**, Secretary **Michael Hammock**, Educational Director **John K. Bimpong**, Steward Delegate **Erasmus Guevara**. Chairman happy to announce all well aboard vessel with no accidents and all departments working well together. Secretary echoed sentiments, adding everyone has done good job. Educational director stressed that Lundeberg School is one benefit for Seafarers—so take advantage of it. No beefs or disputed OT reported. New antenna needed and ordered, hopefully in time for Super Bowl. In discussing recent *LOG*, crew members pleased to hear about new passenger ship in Hawaii. They are also looking forward to completion of new fire fighting facility in Piney Point. Vote of thanks given to steward department. Next port: New York.

JEB STUART (Waterman Steamship), January 22—Chairman **Thomas R. Temple**, Secretary **Stephen W. Roth**, Educational Director **Michael Scinto**, Deck Delegate **Desiree M. Crockett**, Engine Delegate **El-Sayed Mohamed**, Steward Delegate **Tommie Marshall**. Chairman reminded crew that anyone may call a meeting aboard ship. Secretary noted steward department's food budget is only \$8 per day, so not to waste food or cabin stores. Educational director reminded everyone to watch expiration dates on all endorsements. Also noted Seafarers must have STCW to sail in future and encouraged everyone to take advantage of fine facilities at Piney Point. No beefs or disputed OT reported. All members asked to consider request to contracts department to have 3 percent wage increase applied toward increased insurance benefits (dental, medical) and to think about how they wish to vote. New VCR to be purchased for crew lounge. Next port: Diego Garcia.

LIBERTY STAR (Liberty Maritime), January 24—Chairman **Cesar A. Gutierrez**, Secretary **Norman Evans**, Educational Director **John R. Parkhurst**, Deck Delegate **Willie Chestnutt**, Engine

Delegate **Charles E. Bibbs**, Steward Delegate **Donald Sneed**. Chairman noted that after leaving Haifa, Israel, vessel will enter shipyard in Lisbon, Spain for about five days. He also stated three new ships coming out this year, so lots of jobs should be available. He reminded crew members to apply for TRB and upgrade whenever possible. Educational director asked that all movies be returned to library before arrival in Haifa. No beefs or disputed OT reported. Steward department given vote of thanks.

OSPREY (Osprey-Acomarit Ship Management)—January 24—Chairman **Robert M. Wiles**, Secretary **Steve Dickson**, Educational Director **Tesfaye Gebregziabher**, Deck Delegate **Duane Costello**, Engine Delegate **John W. Robinson Jr.** Chairman noted despite arduous voyage, all departments performed very well. New computer chips installed in dishwashers to minimize leaks. Educational director stressed importance of applying for TRB and upgrading at Paul Hall Center. He added that if English is not first language, Lundeberg School can help. Treasurer announced \$65 in ship's fund. No beefs or disputed OT reported in deck and steward departments. Engine delegate stated amount owed DEU rectified. Discussion held on efforts of *Global Mariner* to aid ITF in exposing devious practices of flags of convenience. Thanks given to steward department for keeping crew well fed. Thanks also given to entire crew for maintaining area in good, clean condition. Next port: Wilmington, Calif.

OVERSEAS JOYCE (OSG Ship Management), January 31—Chairman **J. R. Wilson**, Secretary **James E. Willey**, Educational Director **Keith Manzano**, Deck Delegate **M. Napier**, Steward Delegate **Carmelo Dela Cruz**. Chairman reminded everyone to read *Seafarer LOG*. Information contained will help keep Seafarers updated on latest changes in industry and new regulations that affect their ability to earn a living working on deep sea ships. Educational director suggested everyone plan on returning to Lundeberg School to upgrade skills for better job performance. No beefs or disputed OT reported. Thanks given to steward department for job well done. Crew thanked union for money purchase pension plan. Bosun said ship is best feeder in long time. Next ports: Portland, Ore.; Long Beach, Calif.; and Japan.

SEA-LAND INDEPENDENCE (Sea-Land Service), January 31—Chairman **John T. Baker**, Secretary **Joseph S. Smith**, Educational Director **Randall Firestone**, Deck Delegate **Bill Burke**, Engine Delegate **Jeffrey Levie**, Steward Delegate **Carlito Navarro**. Chairman received telex reply from contracts department regarding disputed OT. Bosun encouraged crew to donate to SPAD. Educational director reminded crew members to take advantage of facilities at Piney Point to upgrade and fine-tune skills. Crew members aboard ship collected \$300 to donate to Seaman's Mission in Charleston, S.C. toward construction of seaman's club there. They also want to start ship's fund for purchase of movies. Disputed OT reported in all three departments regarding restriction to ship in Italy. Thanks given to steward department for "always going that extra mile." Crew of *Sea-Land Independence* enjoying change in runs—"the Mediterranean is great." Next ports: Elizabeth, N.J.; Charleston, S.C.; Freeport, Bahamas; and Miami, Fla.

SEA-LAND INNOVATOR (Sea-Land Service), January 24—Chairman **John Stout**, Secretary **John J. Alamar**, Educational Director **Mark Serlis**, Deck Delegate **Kenneth W. Craft**. Chairman reminded crew members to lock recreation and coffee rooms while in port. All hands should apply for STCW endorsement. Steward flown home from Yokohama, Japan; new steward

SEA-LAND PATRIOT (Sea-Land Service), January 4—Chairman **Shawn Evans**, Secretary **Robert Miller**, Educational Director **Ron Belcher**, Deck Delegate **Mitchell Santana**, Engine Delegate **Horst G. Baetjer**, Steward Delegate **Ernst Polk**. Chairman thanked crew for good trip and reminded everyone to take care in disposal of garbage—no aerosol cans in trash

Deck Department On the Job



In the port of San Juan, P.R., AB Ron Mena (left) and Bosun Luis Ramirez start the work that needs to be done on the deck of the *El Yunque*. The RO/RO vessel is operated by InterOcean Uglund Management for Sea Star Line.

replaced in Pusan, South Korea. Educational director urged Seafarers to attend Lundeberg School and upgrade job skills. No beefs or disputed OT reported. Suggestion made and sent to contracts department to change vacation plan from 120 to 90 days; also to have optical and dental plans upgraded to 100 percent coverage for active members.

SEA-LAND LIBERATOR (Sea-Land Service), January 17—Chairman **Milton F. Caballero**, Secretary **Guillermo F. Thomas**, Educational Director **Elwyn L. Ford**, Engine Delegate **Joseph I. Laguana**, Steward Delegate **Charles T. Powers**. Chairman reported vessel returning to 42-day run following 19-day period in shipyard. E-mail received regarding NMU affiliation with SIU. Educational director advised crew members to take time to upgrade skills at Lundeberg School. Some OT disputed in deck and steward departments, and clarification requested on delayed sailing due to bad weather. VCR andrewer need to be repaired or replaced. Also need replacement of mattresses for all unlicensed crew rooms as soon as possible. Next port: Oakland, Calif.

SEA-LAND NAVIGATOR (Sea-Land Service), January 31—Chairman **Werner Becher**, Secretary **Richard Riey**, Educational Director **Daniel Dean**, Deck Delegate **Josefino A. Casugay**, Engine Delegate **James Spranza**, Steward Delegate **William K. Moe**. Chairman announced arrival and payoff on February 5 in Tacoma, Wash. While in port, crew members asked to keep doors locked. Departing members should make sure cabins left clean with new set of linens for next person. Educational director stressed need to upgrade at Paul Hall Center to advance in maritime industry. He also thanked crew for donations to movie fund. No beefs or disputed OT reported. Discussion held based on President's Report in *Seafarers LOG* regarding *Global Mariner* exhibit and threat of runaway-flag shipping. Request made for plastic insurance card to be issued for doctors' visits. Vote of thanks given to steward department and chief cook.

and no plastic items overboard. Educational director noted benefits of upgrading skills at Piney Point. Communications received from headquarters regarding affiliation of NMU with SIU. Vote of thanks given to steward department for excellent holiday meals.

WESTWARD VENTURE (IUM), January 10—Chairman **Jeffrey H. Kass**, Secretary **Michael F. Meany**, Educational Director **Patrick Scott**, Deck Delegate **Fadel N. Saleh**, Steward Delegate **Vicki Habenicht**. Chairman welcomed unlicensed apprentice **Josh Davenport** aboard ship. He noted safety is everyone's job and to take time to listen to supervisors on safety matters. "We must all work together on this." He mentioned talk of possible trip to China and advised crew to be sure to have TRB when registering. He also stressed importance of contributing to SPAD. Steward new aboard ship. Said he will make every effort to do job and keep within contract on food matters, but noted company food budget per man per day is below industry standards and might be reason for high turnover in steward department. He stated he would keep union apprised of situation and noted captain understands problem and is working with him. No beefs or disputed OT reported. Suggestion to have only two job calls a day—10 a.m. and 1 p.m.—will be forwarded to headquarters. Crew members asked to keep noise down in passageways and respect shipmates off watch who are trying to sleep.

GUS DARNELL (OSI), February 1—Chairman **Salvatore Ciciulla**, Secretary **Bob Easley**, Educational Director **William H. Day**, Steward Delegate **Arthur Medeiros**. Chairman led discussion on difficulty getting reliefs for bosun, ABs, chief cook, steward and pumpman. Secretary reminded crew members of need to keep TRB up-to-date. Educational director advised Seafarers to use Lundeberg School facility as much as possible for upgrading and additional education. Several beefs brought up in all departments. Bosun and crew thanked steward department for excellent job.



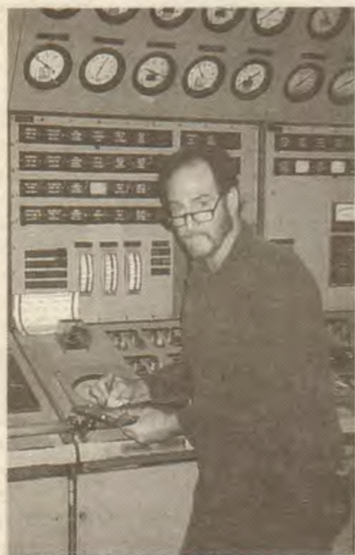
Seafarers celebrating Thanksgiving Day at the union hall in San Juan, P.R. are (from left) AB Rafael Franco, DEU José Canales, DEU Sabino Pacheco, Pensioner Guillermo Grajales, Chief Cook George Koulouris, OMU Reinaldo Roman, AB Jay Patrick and SA Angel O'Neill.



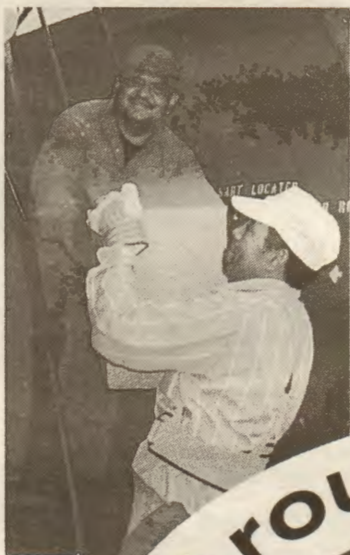
As the *Guayama* sails into the port of Jacksonville, AB Rodriguez Gonzales (left), Bosun Raymond Gorju (center) and AB Timothy Jackson have their photo snapped.



Practicing his marlinespike seamanship, Bosun Bernardo Cruz splices mooring lines for the cable ship *Charles L. Brown* in St. Thomas, USVI. (photo by Kathy Chester)



OMU Daniel Campbell (left photo), who is the engine department delegate on the *El Morro*, makes a safety check during his 8-12 watch in San Juan, P.R. At right, DEU Jerry Diaz and Steward/Baker Mike Davalie load stores aboard the *Gus W. Darnell* in Pt. Loma, Calif.



While in the port of San Juan, P.R., *Guayama* crew members participate in a boat drill.

Around the World

 With the SIU



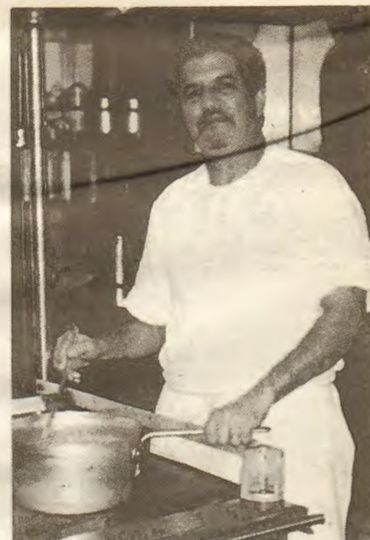
While discharging cargo in Hawaii, Second Mate John Malone (left) and AB Mike Pankowitz wait for the launch boat to take them from the *Sea-Land Trader* to the shore.



AB Hector Sanchez receives his SIU book from SIU Representative Amancio Crespo at the San Juan, P.R. hall.



Snow and ice cover the decks of the *Sea-Land Trader* as AB Robert Natividad (left) and Bosun Jerry Borucki load cargo in Valdez bound for Hawaii.



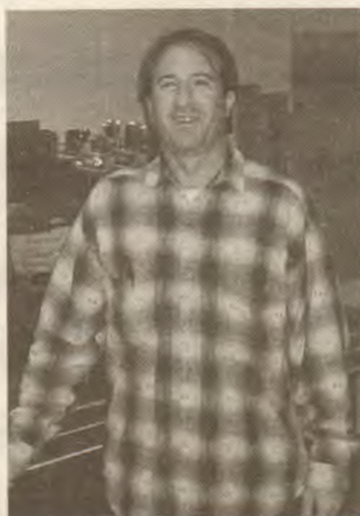
On board the *Sea-Land Spirit*, Chief Cook Mike Robles makes a pot of soup for lunch.



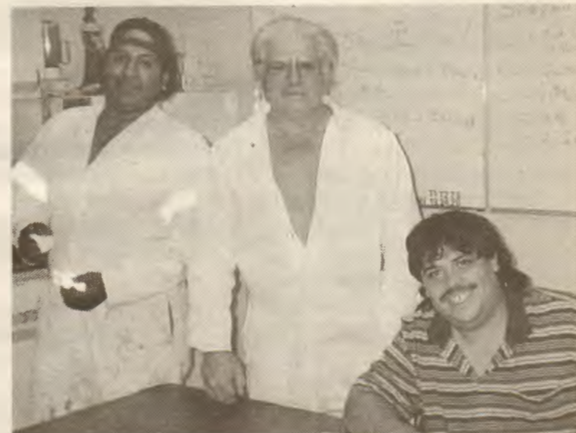
In the port of San Juan, P.R., crew members aboard the *Guayama* are ready for a payoff. From the left are AB Ray Johnson, Wiper Cecil Edwards, AB Timothy Jackson, Bosun Raymond Gorju, AB Rodriguez Gonzales, Third Engineer James Spell and OMU Peter Cooley.



Taking a break at the Sea-Land docks in San Juan, P.R. are (from left) Crane Maintenance Engineers Bobby Colanti, Billy Bland, Tony Mohammed, Ray Prim, Bosun Luis Perez, SIU Port Agent Steve Ruiz, AB Juan Lopez, Crane Maintenance Engineer William Turner, AB Tony Rodriguez, Crane Maintenance Engineer Carlos Marcial and SIU Patrolman Victor R. Nuñez.



DEU Louis Gattuso checks out the galley of the *USNS Sisler* while in the San Diego shipyard.



Ready to work on the Sea-Land cranes in San Juan, P.R. are (from left) Crane Maintenance Engineers Tony Rosa and William "Bill" Turner and Engineer Don Colón.

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.)

Giving Recognition Where It Is Due

The photograph at right is of Jimmy S. Nishikiori. Born and raised in Yokomaha, Japan, he has a wife, Ritsuko, and a daughter, Kaneko.

Mr. Nishikiori has worked with the Yokohama Seamen Club for close to 40 years. During that time, he has been a friend to all seamen and has been instrumental in making sure they got back to the right dock at the right time.

In addition to his duties as a waiter, he gives advice on where to go for good local food, what to see and how to use the local bus service, among other things.

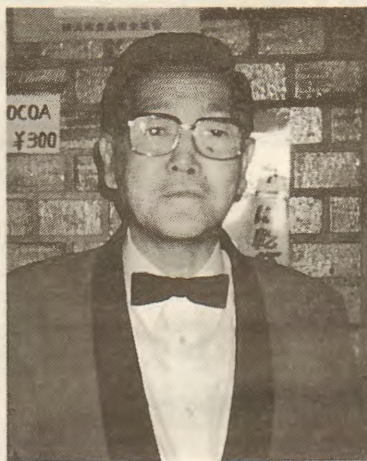
He is a good friend to the SIU, and most of us "China Coasters" know him quite well.

After twenty years of sailing, I realize that no one has ever thanked him or given him any recognition for his service to those of us out here on this west coast, so I hope he will see this letter in the *Seafarers LOG* and know that all of us who pass through "Yoko" on our ships recognize and appreciate his diligent service.

Rec. Bosun James D. Rader
Oakland, Calif.

All Seafarers Deserve Respectful Treatment

In the February *Seafarers LOG*, the featured subject was runaway-flag ships and the prob-



Jimmy S. Nishikiori

lems that they both cause and endure.

We aboard the *SS Osprey* recently encountered a glaring example in the port of Bourgas, Bulgaria. We were tied up in front of a small ship which we took no real notice of at the time. As our cargo was unloaded, we found out that the crew of the vessel *Olga J* had been abandoned by her owners for more than five months and had been without pay for 11 months.

The crew was from Ghana and had been subsisting on the charity of other vessels. They could not leave the terminal and had no resources whatsoever. Imagine being so far from home, not knowing where your next meal will come from, and no contact with your family.

These men are seafarers, risking their lives every day so that obligations can be fulfilled, yet they are deserted in a foreign port, all alone.

We sent them food, money and a message of goodwill. Then we were on our way.

How long will they be there? We want to know that they made it home safely to their loved ones.

We care about our brothers of the sea. We care that these men should be treated with the dignity and respect which they deserve. We care.

Steve Dickson, Chief Steward
Robert Lindsay, Bosun
(on behalf of the crew of the *SS Osprey*)

(Editor's note: The crew of the *SS Osprey* received a letter of thanks from the crew of the *Olga J* "for your kindness by offering us with some food items. . . . We highly appreciate the offer and hope this will help us live for some time, and we pray for almighty God to help you and your crews for your voyage.")

SIU Pension Is No Laughing Matter

When my husband, Richard Heikus, and I opted for the retirement plan that would provide the widow with a small monthly income, we chuckled about it because the amount seemed so small. Well, this widow is not living on the income we had at that time, and my pension check at Christmas, in particular, was a godsend.

Richard married late in life, but he was a wonderful husband. For a kid from Cleveland, seamanship provided a life that allowed him to see some of the world and make some good friends.

I miss him, and reading the *Seafarers LOG* gives me pleasure. Thank you.

Darlene Heikus
Yakima, Wash.

REMEMBER MARITIME DAY

MAY 22, 1999

HONORING OUR NATION'S MARITIME HERITAGE.

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Labor CALENDAR

May

Asian/Pacific American Heritage Month

1 Mary Harris "Mother" Jones was born in 1830. The renowned labor organizer, who lived to be 100, said, "I live in the United States, but I do not know exactly where. My address is wherever there is a fight against oppression. My address is like my shoes; it travels with me. I abide where there is a fight against wrong."

1 In 1888, 19 machinists at the East Tennessee, Virginia, and Georgia Railroad assembled in a locomotive pit to decide what to do about a wage cut. They voted to form a union, which became the International Association of Machinists.

1 May Day, or International Workers' Day, which commemorates the historical struggle of working people around the world.

3 In 1886, at the height of the movement for the eight-hour day, police opened fire in a crowd of

workers participating in a general strike at McCormick Harvester Co. in Chicago. Four workers were killed, and anarchists called a public rally the following day at Haymarket Square to protest the police brutality. As the peaceful protest drew to a close, a bomb was thrown into the police line. One officer was killed and several were wounded. Police responded by firing into the crowd, killing one and wounding many. The incident kicked off an intensive campaign against labor leaders and other activists, and eight anarchists were later framed for the bombing.



16 In 1938, the U.S. Supreme Court issued the *Mackay* decision permitting employers to permanently replace striking workers. Employers used this weapon against striking workers sparingly until the 1980s, when its use increased under the influence of the Reagan Administration's antiunion policies.

18 In 1917, the Amalgamated Meat Cutters and Butcher Workmen initiated a huge organizing campaign in packinghouses across the U.S. that brought membership from 6,500 to 100,000 two years later.

19 In 1942, the Steel Workers Organizing Committee formally

became the United Steelworkers of America (USWA).

25 In 1886, Philip Murray was born in Blantyre, Scotland. He was the USWA's founding president and head of the Congress of Industrial Organizations from 1940 until his death in 1952.

26 Henry Ford's opposition to collective bargaining was in evidence on this day in 1937, when company goons attacked United Auto Workers (UAW) organizers at the "Battle of the Overpass" outside of the River Rouge plant. Though General Motors and Chrysler signed collective bargaining agreements with the UAW in 1937, Ford held out until 1942.

27 In 1959, delegates of the Insurance Agent's International Union and the Insurance Workers of America, having ratified the merger agreement at their respective conventions, convened as delegates of the merged union, the Insurance Workers International Union. The 15,000-member union merged with the United Food and Commercial Workers in 1983.

28 In 1835, the Ladies Shoe Binders Society was formed in New York.

30 Anniversary of the Memorial Day massacre at Chicago's Republic Steel plant in 1937. Police attacked strikers, killing seven, wounding 100.

Lundeberg School Graduating Classes



Water Survival Class — Completing the water survival class on March 5 are (from left, first row) Ben Cusic (instructor), Jerome North, Otis Reynolds, John Alba, Chris Mills, Miguel Collazo, Christopher Daniels, Melvin Hill, (second row) Steven Cook, Joshua Weir, Nestor Montoya, Antonio Washington, Shantonn Fowler, Emani Vili, James Brosher, Rebecca Gayton and Randy Senatore.



FOWT Prep—Seafarers successfully completing the FOWT Prep course December 11 are (from left, front row) Robert Manning, Dominic Osboro, Lauro Delim, Tony Barnes, Alex Diaz, Allan Hinkle, Jose Blanco, Nicanor Amores, (second row) Erik Owen, Aaron Tomilson, Gregory Shields, Harry Flambures, Ernesto Datuin, Nar DelaCru, Armando Lucin and Mark Jones (instructor).



Galley Operations— Earning their certificates in March for completion of the galley operations course are (from left) Adam Saleh, Marcus Nicholas, Louis Morris, Gloria DeTiege, Anitra McLeod and Maria Aulisio (assistant instructor).



QMED—Graduating on April 16 from the QMED course are (from left, kneeling) Michael McGlone, Justin Valencia, Bryce Cutler, Glenn O'Leary, (second row) Randy Pearson, Gene Wheelis, Marijan Masnov, John Gamache and Michael Seyler. Their instructor was Barney Kane.



Government Vessels — Earning their government vessels endorsement last December are (from left, kneeling) Jennifer Cronin, William Maggio, Robert Rocanelli, Dawn Williams, (second row) Mark McNabb, Thomas Cyrus, Liberto Viray, Eric Lund, Clyde Plunkett, Mark Cates (instructor), Walter Seals, (third row) Scott Seiler, Erik Haik, Drew Brown, Edward Adams, Ignatius Muzich, John Conn and Steve Cluff Jr.



Government Vessels — Upgrading graduates of the government vessels course on February 19 are (from left, front row) Randy Diaz, Peggy Wilson, Mary Bado, Kimberly Mendonca, Keithen Pugh, Noel Corrales, Michael Blue Jr., Mark Cates (instructor), Carlton Dorrance, Charles Larson, (second row) Kanin Bennett, Shaun Bonefont, Christopher Birich, Nathaniel Salter, Levy Calzado, Charles Jensen, Yazid Muhammad, (on left forklift) Antoine Robinson and (on right forklift) Jean Horne.



Government Vessels — Pictured in the government vessels class graduating in March are Mark Cates (instructor), Louis Santiago, Jeffrey Ferris, Daniel Gish, Richard Gathers, Peter Seifert, John Dean, Brandon Scott, Wilfredo Custodio, Flavio Suazo, Stan Howard, Randy Powell and Ron Oyer (instructor).



Government Vessels — Successfully completing the government vessels class, also in March, are Mark Cates (instructor), Keith McIntosh, Carlos Perez, Regina Terry, Ibarra Mangaya, Don Burlingame, Marvyn Chester, Kathie Newkirk, Kenneth Garner, Lupe Campbell, Antonio Perez, Ronald Wilson, Leocadio Colon, Rommel Artis and Ron Oyer (instructor).



Able Seaman — Upgraders graduating from the AB class February 19 are (from left) Jeffrey Ferris, Patrick Cleveland, Eden Latta, Darren Parker, Peter Seifert, Cynthia Schlegel, Stanley Howard, Abedon Lujan, Rommel Artis, Leray Leasure, Randy Senatore, Richard Gathers, Randy Powell, Miles Janecka and Tom Gilliland (instructor).



Basic Firefighting—Receiving their certificates for completing the basic firefighting course February 5 are (from left, first row) Anthony Hammett (instructor), Lincoln Fraser, Julito Crodua, Connie Gaines, Bob Bell, Pat Coppola, (second row) Thor Waagsbo, Paul Eich, Chris Hendrix, Roman Kasparyan, John Peden and Ken Johnson.

LUNDEBERG SCHOOL 1999 UPGRADING COURSE SCHEDULE

The following is the schedule for classes for the next few months at the Seafarers Harry Lundeberg School of Seamanship, located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

Students attending any of these classes should check in the *Saturday before* their course's start date. The courses listed here will begin promptly on the morning of the start dates.

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	June 28	August 6
Radar Observer/Unlimited	June 7	June 18
	July 12	July 23
Radar Recertification (one day)	May 7	
	June 18	
	July 23	
Automatic Radar Plotting Aids (ARPA)	May 10	May 14
	June 21	June 25

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	May 3	June 11
	August 9	September 17
QMED	May 3	July 23
	September 13	December 3
Diesel Engine Technology	May 3	June 1
Power Plant Maintenance	June 28	August 6
	September 27	November 5
Welding	June 14	July 9

Steward Upgrading Courses

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

Recertification Programs

Course	Start Date	Date of Completion
LNG Recertification	May 10	May 27

Safety Specialty Courses

Course	Start Date	Date of Departure
Tanker Familiarization/ Assistant Cargo (DL)	May 10	May 29
	June 7	June 26
	August 2	August 20
Basic Firefighting	May 3	May 7
	May 10	May 14
	May 31	June 4
Advanced Firefighting	May 10	May 29
Government Vessels	May 17	June 4
	May 24	June 11
	July 12	July 30
Lifeboatman/Water Survival	May 18	May 29
	June 14	June 25
	July 12	July 23
STCW Basic Safety (refresher)	May 24	May 28
	June 21	June 25
	July 12	July 16
	July 26	July 30
Tankerman (PIC) Barge	May 10	May 14

Academic Department Courses

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

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

Additional courses are being added to the Lundeberg School curriculum for the second half of the year. They will be listed in the June 1999 issue of the LOG.

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

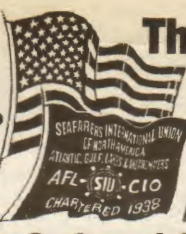
Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

RETURN COMPLETED APPLICATION TO: Lundeberg School of Seamanship, Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189. 5/99

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



The

www.seafarers.org

Volume 61 Number 5

May 1999

Seafarers Log

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

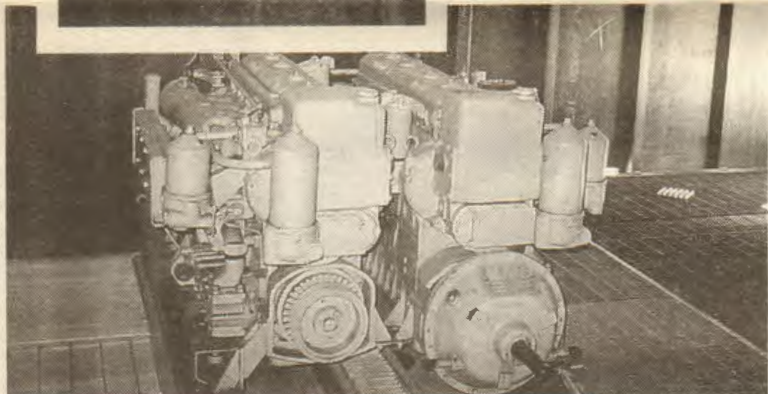
Escape to Piney Point

The Paul Hall Center can provide SIU members and their families with all the ingredients for a memorable summer vacation. Plan your escape to Piney Point today. See page 14 for details.

Fire Fighting School Opens This Month



The fire fighting building (above) features a two-level engine room (below) and shaft alley with bubbling water that simulates bilge fires. It also includes various types of ship-board doors, hatches and ladders (left).



The building above will house two classrooms that feature television monitors connected to computers utilized by instructors. It also encompasses a damage-control room; shower and bathroom facilities; rooms for working with compressors and portable fire extinguishers; and (right) a water survival trainer.



Fire fighting (left photo) and water survival (right) will be two staples of the curriculum for the new facility.



Mark Dickinson of the International Transport Workers' Federation (center) recently checked on the progress of the fire fighting and safety school. Updating him are (from left) Bill Eglinton, director of vocational education at the Paul Hall Center; Jimmy Hanson, director of health and safety; Don Nolan, vice president of the school; and John Mason of American Service Technology, Inc.

The Paul Hall Center for Maritime Training and Education this month will unveil an addition that is enormous both in its size and its probable impact on Seafarers' training.

The ceremonial opening of the Joseph Sacco Fire Fighting and Safety School is slated for May 18, with classes commencing shortly thereafter.

Located on school property near the Paul Hall Center in Piney Point, Md., the new complex will host courses for upgrading and entry-level Seafarers. Basic and advanced fire fighting, first aid and CPR, damage control, water survival and confined-space safety are among the classes that will be taught there.

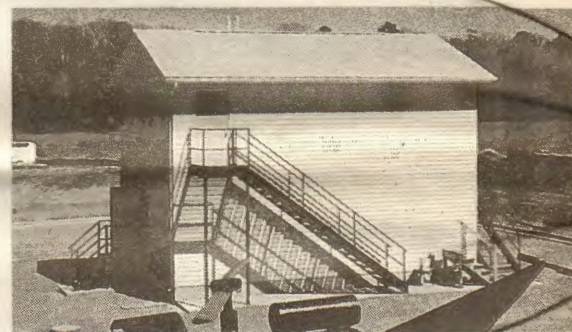
"It's difficult to overstate how valuable this new facility will be for Seafarers," noted Jimmy Hanson, longtime director of health and safety at the Paul Hall Center. "It's one-of-a-kind in terms of specifically being designed for mariner fire fighting and safety training."

Built through the financial backing of the International Transport Workers' Federation, the fire fighting and safety school will replicate conditions found aboard all types of vessels, from deep sea ships to inland tugs and barges. It will include two classrooms; a two-story maze building with moveable walls and props; a damage-control room with water flow and a recessed floor; a water survival trainer; a main fire fighting building designed like a ship; a compressor room where students will learn to take air samples and service compressors;

an area where upgraders will practice using and refilling portable fire extinguishers; outdoor pads connected to propane lines, and more.

Overall, the campus—named after former SIU Executive Vice President Joseph Sacco, who passed away in 1996—will feature the most modern, environmentally and hygienically safe equipment.

Next month's issue of the *Seafarers LOG* will include detailed coverage of the ceremonial opening, plus a closer look at the school's many features.



The maze building looks fairly ordinary from outside; but, inside is a well-detailed, two-story facility that will challenge even the most experienced upgrader. It features numerous props, four separate entrances, ladders cut at the same angle as those aboard ship, and moveable walls which allow varying simulations.

