

The

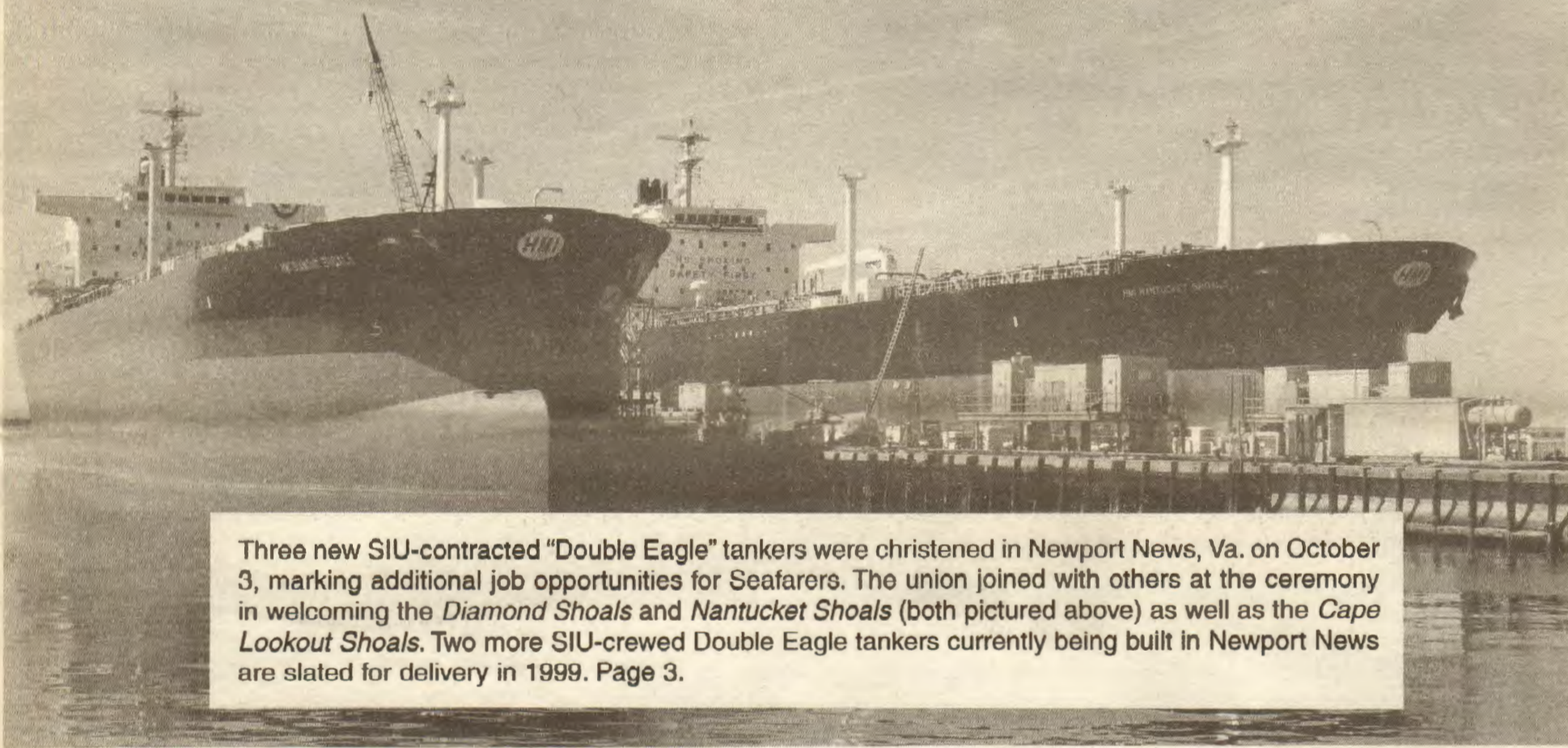
# Seafarers Log

Volume 60 Number 11

November 1998

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

## SIU Crews Double Eagles



Three new SIU-contracted "Double Eagle" tankers were christened in Newport News, Va. on October 3, marking additional job opportunities for Seafarers. The union joined with others at the ceremony in welcoming the *Diamond Shoals* and *Nantucket Shoals* (both pictured above) as well as the *Cape Lookout Shoals*. Two more SIU-crewed Double Eagle tankers currently being built in Newport News are slated for delivery in 1999. Page 3.

Photo courtesy of Newport News Shipbuilding

### ITF Ship Carries Runaway-Flag Campaign to U.S.

*Thousands of Visitors Learn About Brutal Conditions on Foreign Vessels*



Count U.S. Maritime Administrator Clyde Hart among the 90,000 visitors to the International Transport Workers' Federation (ITF) exhibition ship *Global Mariner*. Hart (left, shaking hands with SIU Executive Vice President and ITF Seafarers' Section Chairman John Fay) toured the vessel in Baltimore and commended the ITF for undertaking this worldwide tour against runaway-flag shipping. Many Seafarers and SIU officials also visited the *Global Mariner* at its initial stops in the U.S. Pages 11-14.



### Cleanup Operations Continue After Hurricane Georges

SIU members in Puerto Rico and the Mobile, Ala. area are among the many U.S. and Caribbean residents still recovering from the devastating impact of Hurricane Georges. With 125 mph winds and torrential rains, Georges caused an estimated \$2.5 billion in damage to residences, businesses and other property in the Gulf states and the Caribbean. Puerto Rico and the Dominican Republic were hit particularly hard. Above: Shipping remains disrupted in Puerto Rico, where shoreside cranes were wrecked by the storm. Page 2.

## President's Report

### Thanks for Jobs Well Done

By being part of the nation's fourth arm of defense, Seafarers know they may be called to action at any time.



Michael Sacco

Our jobs do not require us to punch a time clock. We know that when a vessel has to tie up or leave a dock, when a repair has to be made, when an unscheduled safety drill is announced, there is no time to say, "I'll do it tomorrow because my shift is over." It gets done now because others are depending on it.

Since details like these aboard vessels can occur 24 hours a day, seven days a week, Seafarers look forward to their time at home to relax and enjoy spending time with their families. Being away from loved ones for an extended period is one of the biggest challenges facing all members—no matter if they sail deep sea, inland or on the Lakes.

No one wants to be called back to work when they finally get a chance for some rest and relaxation. Yet, more than 500 SIU members did just that in September and early October to meet several unexpected challenges facing the union.

During the month of September, the SIU manpower office received notification that more than 20 Ready Reserve Force vessels needed to be crewed immediately for a drill called Exercise Turbo Activation.

This drill—like others in which the union has taken part—was designed by the U.S. Maritime Administration to see if the companies operating its fleet of RRF ships could fully crew and sail these ships at a moment's notice.

Much as it did during the Persian Gulf War earlier this decade, the manpower office went into round-the-clock operations. All SIU hiring halls were informed that ships needed to be crewed from Norfolk to New Orleans to San Francisco as soon as possible. In fact, the drill even called for three tankers docked in Japan to become operational, so crew members had to be flown to the Far East to fill these positions.

As if this were not enough, Mother Nature stepped in.

While union officials and staff at manpower and the hiring halls issued job cards and sent members to their assignments, three tropical storms threatened the U.S., including the Virgin Islands and Puerto Rico.

Several more vessels outside the drill had to be activated, crewed and sailed out of harm's way before the storms struck land.

Once again, SIU members answered the call without question or hesitation.

The SIU not only met the challenge of Exercise Turbo Activation, the union also fully crewed the additional vessels called up because of the approaching storms. Seafarers went aboard and sailed a total of 31 ships with minimal notice during these campaigns.

Each and every person involved in making these operations a success deserves praise. From the members who gave up their valued time with their families, to the port officials who worked well into the night and on weekends, to the manpower personnel who stayed on top of these ever-changing situations, all of you performed brilliantly and expertly.

The SIU prides itself on being able to go anywhere at any time to crew and sail U.S.-flag vessels. That's what our government, our troops and our contracted companies count on.

Once again, Seafarers have shown this pride and belief is not simply bragging. It is fact.

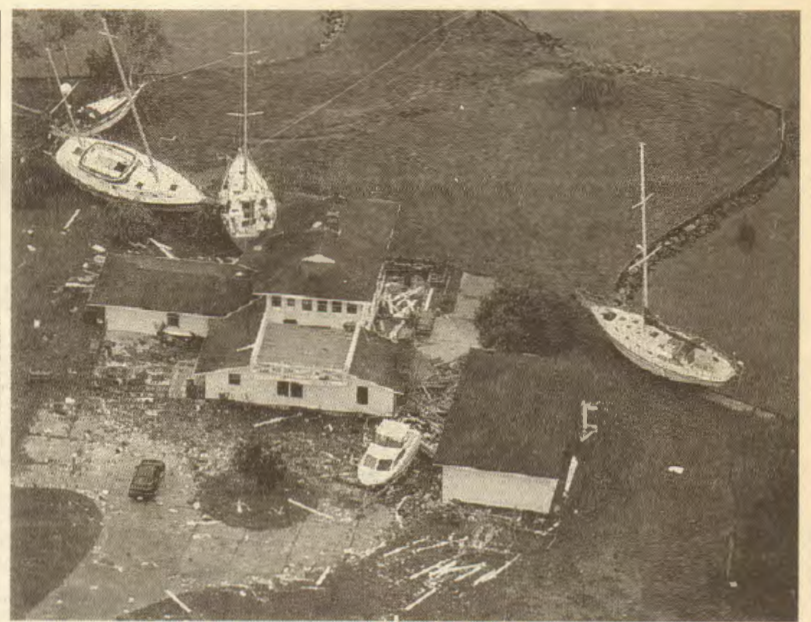
## Recovery From 'Georges' Continues

Hurricane Georges is long gone, but Seafarers in the Caribbean and in the Gulf states still are recovering from the devastating storm.

A number of SIU members in Puerto Rico lost their roofs or suffered other damage to their respective homes. Some members' homes in the Mobile, Ala. area also were damaged.

The SIU halls in Mobile and San Juan, P.R. only sustained minor harm from Georges, which struck the Caribbean beginning September 21 and then proceeded to the U.S.

Many Seafarers and members of the SIU-affiliated United Industrial Workers (UIW) in the U.S. have donated relief supplies for Seafarers in Puerto Rico and UIW members in the U.S. Virgin Islands. Additionally, Seafarers in the areas of Puerto Rico that sustained minimal damage have collected, donated and delivered



AP/Wide World Photos

Sailboats and debris clutter the lawn of a home in Mobile, Ala. following the high winds and storm surges created by Hurricane Georges.

items to residents in the harder-hit sections.

Overall, Georges—with 125 mph winds and torrential rains—caused an estimated \$2.5 billion in insured damages to residences, businesses and other property. It is the costliest disaster ever for the Red Cross, which has spent more than \$100 million in relief efforts.

The hurricane killed at least 509 people in the Caribbean, including 283 in the Dominican Republic. More than 100,000 Dominicans were left homeless because of the storm, which struck in late September.

Shipping remains disrupted in Puerto Rico, where many areas still are without electricity and 11,000 residents lost their homes. Several dockside cranes operated

by Sea-Land and NPR, Inc. were destroyed.

As a result, some vessels have skipped scheduled stops to the island. For those that have delivered goods there, off-loading that normally takes less than one day has lasted three days or longer. Longshoremen are using cherry-pickers and other unconventional gear to get the job done.

The SIU's hall in San Juan closed for a week (September 21-28), first in preparation for Georges and then because of power outages and lack of running water.

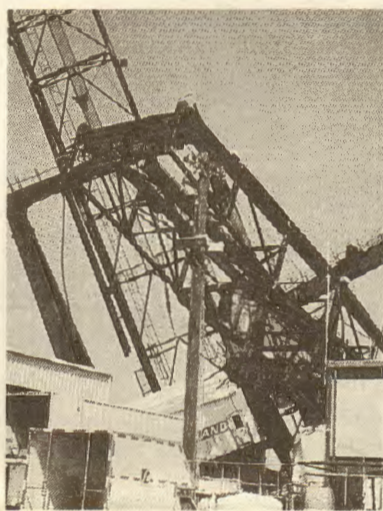
The Mobile hall closed for two days due to no power and downed trees blocking area roads.

As in late 1995 and early 1996, in the wake of Hurricane Marilyn, the Red Cross is using the Mobile hall as a command center for local relief operations. Red Cross personnel arrived at the hall September 30 and probably will continue using it until sometime early this month.

While the Dominican Republic sustained the greatest loss of life, Puerto Rico absorbed the most monetary damage. According to the Associated Press, insured damage there totals an estimated \$1.7 billion. Other assessments included \$325 million in Florida, \$310 million in Mississippi, \$15 million in Louisiana and \$50 million in the U.S. Virgin Islands.

The SIU hall in New Orleans avoided any damage when

*Continued on page 4*



A dockside crane operated by Sea-Land Service in Puerto Rico was destroyed during the storm.



AP/Wide World Photos

Winds of up to 90 mph battered houseboats in Key West, Fla., scattering debris across the flooded road.

### Work Begins on Fire Fighting School



The first phase of construction has begun for the Joseph Sacco Fire Fighting and Safety School in Piney Point, Md. Pictured is some of the initial work that took place in early October. Seafarers will take basic and advanced fire fighting, water survival, first aid and CPR, damage control and confined-space safety training at the six-building complex, which is part of the Paul Hall Center for Maritime Training and Education. The facility is designed to virtually duplicate shipboard environments, including types of fires frequently applicable to vessels. Completion is expected sometime next year.

Volume 60, Number 11

November 1998

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



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

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

Copyright © 1998 Seafarers International Union, AGLIWD All Rights Reserved.

# SIU Crews Double Eagle Tankers

## 3 Christened at Newport News; 2 to Follow

Call it a triple-header of new job opportunities for SIU members.

Three new "Double Eagle" tankers were christened October 3 at Newport News (Va.) Shipbuilding. Seafarers already have crewed two of them (the *Cape Lookout Shoals* and the *Nantucket Shoals*) and are scheduled to climb the gangway of the third (the *Diamond Shoals*) sometime this month.

Two more SIU-crewed Double Eagle tankers currently being built at Newport News are slated for delivery in 1999.

"These ships represent new jobs for the membership and a chance for Seafarers to sail aboard the most modern tankers anywhere," said SIU President Michael Sacco. "Naturally, we're glad to have the opportunity to crew new ships, and as always we're committed to providing the best-trained, safest mariners in the world."

Built with double hulls in order to comply with the Oil Pollution Act of 1990, the tankers

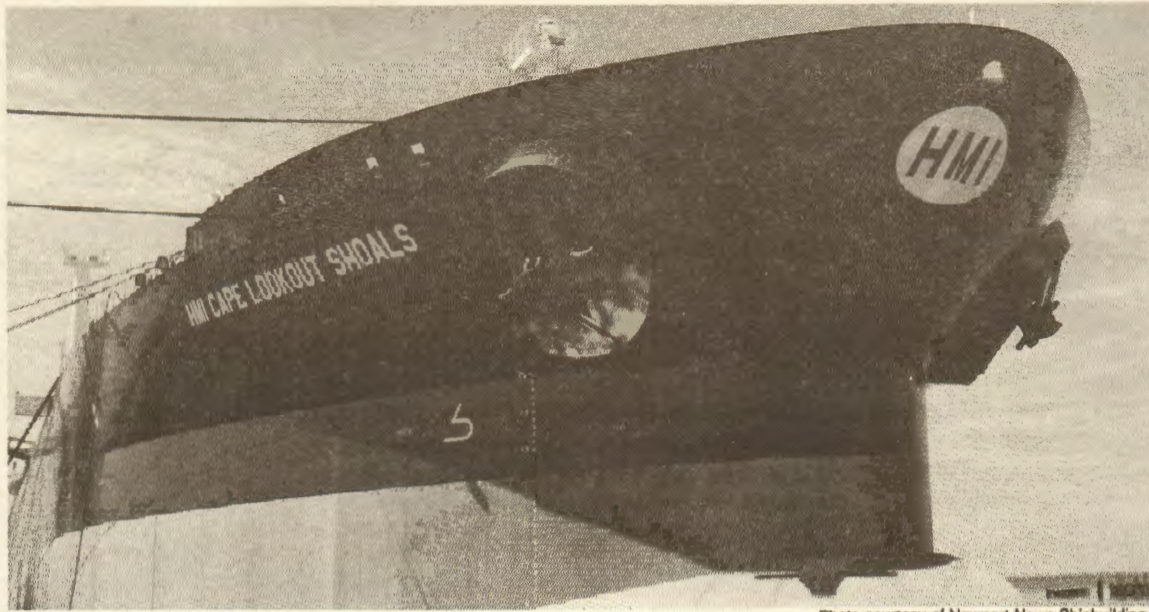


Photo courtesy of Newport News Shipbuilding

Seafarers are sailing aboard new "Double Eagle" tankers operated by Hvide Marine, including the *Cape Lookout Shoals*. Three of the ships were christened October 3 in Newport News, Va. SIU Vice President Contracts Augie Tellez attended the ceremony.

are operated by Hvide Marine Inc. The vessels will carry petroleum products along the Atlantic, Pacific and Gulf coasts.

Named after old U.S. Coast

Guard light ships that basically served as floating lighthouses (until the early 1980s), the tankers "are a response to the mandate of Congress and the American peo-

ple to build double-hull tankships that will transport chemical and petroleum products in the safest manner possible," remarked J. Erik Hvide, the head of Hvide

### Specs for the 'Double Eagles'

- Length: 600 feet, 7 inches
- Beam: 105 feet, 8 inches
- Deadweight/Draft: 46,069 LT @ 40 feet, 1 inch
- Cargo capacity: 342,040 barrels
- Tank/grades: 7 pairs of tanks port and starboard, 7 segregations

Marine. "They are U.S.-built in one of the finest shipyards in the world, U.S.-crewed and U.S.-flagged, and their entry into the market marks a major step forward in the evolution of environmentally compatible marine transportation."

Earlier this year, Hvide Marine and the shipyard restructured an agreement so that the company would acquire four double-hull tankers, instead of the originally planned five vessels. However, they subsequently announced that the Port Everglades, Fla.-based company will, in fact, take delivery of a fifth ship.

## FMC Remains Independent Agency As President Okays Shipping Reform

The Federal Maritime Commission (FMC) remains an independent agency under the conditions of the Ocean Shipping Reform Act of 1998 (S. 414), which President Clinton signed into law on October 14.

Some earlier versions of the bill, first addressed nearly four years ago, either eliminated the FMC or called for it to merge with the Surface Transportation Board.

The first hearing on what eventually became the Ocean Shipping Reform Act (which updates the Shipping Act of 1984) took place in February 1995. During that session of the House Coast Guard and Maritime Transportation Subcommittee, and in subsequent talks, the SIU contended that maintaining the FMC—which was established in 1961—and preserving key elements of the 1984 act are vital to America's economic and security interests. Numerous other maritime unions, U.S.-flag carriers, current and former members of Congress and more voiced their agreement.

Last month, Senator John Breaux (D-La.) commended the FMC's work and pointed to the agency's continuation as a significant component of S. 414. "It's important to know that the FMC is a taxpayers' bargain because, with a small staff and budget, it effectively oversees the shipping practices of more than \$500 billion in maritime trade," he said. "Yet this small federal agency has saved shipping companies billions in import and export costs, most recently by successfully [challenging] Japanese port practices."

Senate Majority Leader Trent Lott (R-Miss.) said the bill "does much to ensure that America's presence in the shipping industry

is not subjected to unfair foreign rules or discriminatory practices. The FMC's enforcement actions taken against unfair port practices in Japan illustrates the essential and unique mission that this agency performs. Even more recently, issues concerning Brazil and China have come on their radar screen. This is a function that will continue, a mission that I wholeheartedly support."

The FMC enforces laws that call for fair rates and a nondiscriminatory regulatory process for the common carriage of goods by water in the foreign commerce of the United States. The commission faces a March 1 deadline for rewriting tariff-filing regulations so that the reform legislation can be implemented beginning May 1, 1999.

Joe Scroggins, one of the FMC commissioners, stated that he believes "the most important change (brought on by the bill) is the introduction of confidential service contracts. These are contracts where a shipper guarantees to move a specific amount of cargo with a particular carrier over a certain amount of time for a discounted price. The difference now is that these service contracts will continue to be filed with the FMC, but several key provisions will not be made public—such as rates, service commitments, intermodal origin and destination points.

"In short, the legislation marks the beginning of a shift from the current common carriage system—where all tariff rates are on file and made public—to a contract-based system where service contracts can be kept confidential.... It is hoped that the Ocean Shipping Reform Act will create a climate in which most cargo moves under negotiated contracts, mak-

ing filed tariffs less important."

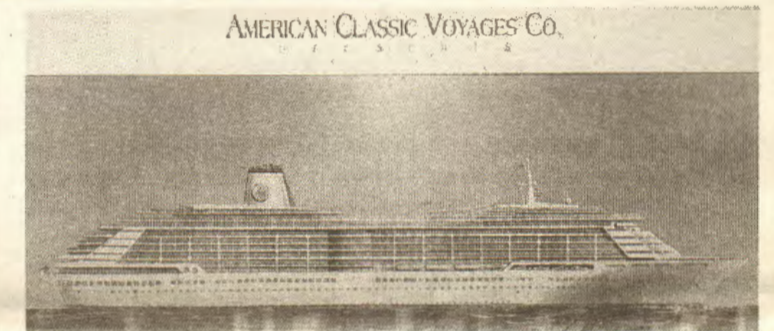
Indeed, the bill retains the common carrier tariff enforcement provision of the 1984 act but deletes the requirement to file tariffs through the FMC's automated system. Tariffs instead will be publicly available by publication through common carrier automated systems (such as internet sites).

Secretary of Transportation Rodney Slater said the bill will benefit the U.S. maritime industry. "Since the beginning of the Clinton administration, the Department of Transportation has been working to achieve in maritime transportation the benefits of deregulation that the airline, trucking, rail and freight forwarding industries already enjoy," Slater said. "Ocean carriers now will have the ability to set prices in response to the market, which will result in benefits for American exporters and importers."

Meanwhile, Lott, Breaux and others described the bill as a reasonable compromise among many affected groups.

"We've secured legislation that is a good balance between deregulation to help our shippers and ports and the need to provide oversight of our U.S. antitrust laws," stated Breaux.

Said Lott, "The Ocean Shipping Reform Act represents true compromise. This legislative effort brought together many divergent interests—parties who often do not agree with one another. The result is a consensus bill that received the solid backing of all industry segments including U.S. shippers, American and foreign ocean carriers, ports nationwide, and U.S. labor."



This artist's conception shows what one of the two passenger vessels being built for American Classic Voyages will look like when it is ready for sailing in late 2002.

## Union Yard to Build Cruise Ships Ingalls Shipbuilding Selected to Construct Vessels for Hawaiian Trade

The first two deep sea passenger ships to be built in an American shipyard in almost a half century will be constructed at union-contracted Ingalls Shipbuilding in Pascagoula, Miss., according to an announcement made by American Classic Voyages last month.

The two vessels are the result of the U.S.-Flag Cruise Ship Pilot Project passed by Congress last year. The ships are being built for the Hawaiian Island trade and will be operated by American Classic Voyages' subsidiary American Hawaii Cruises, which already sails the SIU-contracted *SS Independence* in that trade. (American Classic's other subsidiary, Delta Queen Steamboat Company, operates the SIU-crewed inland riverboats *Delta Queen*, *Mississippi Queen* and *American Queen*.)

"The planning and construction of these ships show that the U.S.-flag fleet will remain strong and vibrant in the new century," SIU President Michael Sacco said.

"Of course, these ships also mean new jobs for Seafarers aboard what will be state-of-the-art cruise vessels built by American workers. This is a win-win proposition for both American shipyard workers and

American mariners."

The first of the two vessels is expected to be completed by late 2002. Each will carry approximately 1,900 passengers and will measure 840 feet long. They will be the biggest ocean-going cruise ships built in the U.S. and will be designed to transverse the Panama Canal.

In addition to these two vessels, the agreement between American Classic Voyages and Ingalls Shipbuilding includes an option for the yard to build four more ships.

Senate Majority Leader Trent Lott (R-Miss.) praised the announcement as proof that the U.S.-flag fleet remains vital to the nation's economic and security interests.

"I am proud that Ingalls Shipbuilding has been selected by American Classic Voyages for the important venture of constructing the largest U.S. cruise ships ever," noted Lott, whose father was a union pipefitter in the yard before retiring.

"It is particularly pleasing to know that my home state will be spearheading the opportunity for American industry and workers to share in the benefits of the booming world cruise market fueled by American passengers.

Continued on page 5



Sea Star's *El Yunque* will sail between Florida and San Juan, P.R.

## Seafarers Crew El Yunque

New job opportunities for SIU members arrived last month as Seafarers climbed the gangway of the containership *El Yunque*.

Operated by Sea Star Line, the ship will call on the Florida ports of Jacksonville and Port Everglades, and San Juan, P.R.

A sister ship, the *El Morro*, will be crewed by SIU members

early next year.

"The union welcomes this new entry into the U.S.-flag maritime trades," stated SIU Vice President Contracts Augie Tellez during the October membership meeting.

Sea Star is a joint venture which includes Totem Resources Corp., Matson and Sea-Barge Line Inc.

## School Takes Crowley Class Coast-to-Coast



The Paul Hall Center for Maritime Training and Education recently conducted its tankerman (PIC) barge course in Long Beach, Calif. and Jacksonville, Fla. Instructor Mitch Oakley led the classes, which were completed by SIU members who sail aboard Crowley vessels. Pictured at left is the Jacksonville class, including Seafarers Matt Formel, Albert Mercer Jr., Mike Getchell, Richard Wilson, Marlin Miller, James Haney, Michael Smith Jr., Paul Tyson and Roger Cadloni, as well as Crowley Senior Vice President Alex Sweeney. Shown below is the Long Beach class, consisting of Rick Barnhart, Marshall Novack, David Walblom, James Gray, David DelBuono, George Daley, David Breoning, Domenic Defeo Jr., Gregory Jarvis, Gary Burke and Michael Rudge.



Please be advised that SIU headquarters and all SIU hiring halls will be closed on Friday, December 25, 1998 (unless an emergency arises) for the observance of the Christmas holiday. Normal business hours will resume the following workday.

## Recovery from Georges to Take Months

Continued from page 2

Georges veered away from the city at the eleventh hour. (See related story, page 8.)

Meanwhile, UIW members on St. Croix (the hardest hit among the U.S. Virgin Islands) played a key role in the cleanup of that island. Members employed by the Department of Public Works cleared debris and helped prepare area schools to reopen, among many other related duties.

Georges struck St. Croix with winds as great as 110 mph. It destroyed or damaged many roofs, sank dozens of boats and smashed wooden boardwalks and anchorages. It ruined crops, knocked down trees and tore up much of the territory's landscaping. Many of the blue tarps that had been in place, serving as roofs since Marilyn, were blown away.

Hurricanes are fairly commonplace in the U.S. Virgin Islands, a fact that no doubt fueled the relative sense of relief in the territory.

So, despite the most recent damage, a V.I. newspaper headline summed up the prevailing mood: "Islanders thankful Georges was not Marilyn," read the banner in the *St. Thomas Daily News*, referring to the more powerful hurricane that hit the islands in 1995.

More than 3,000 UIW members live in the U.S. Virgin Islands, most of them government employees.

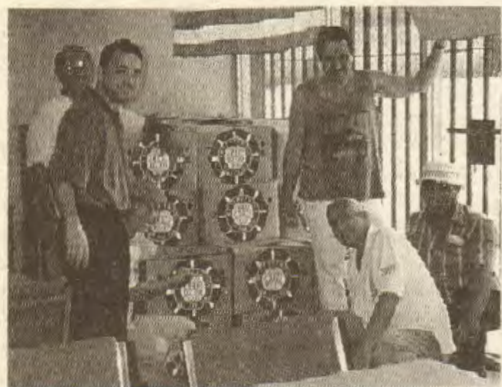


In photos above and below, Seafarers—including Capt. Roberto Candelario and Deckhand Joel Gonzalez—were on the move, delivering needed bottled water and other items to refugee centers in Jayaya and Utaudo, P.R.



AP/Wide World Photo

At a marina in Mobile, Ala., a boat has been blown over a dock by the power of Hurricane Georges.



At the SIU hall in Santurce, Seafarers gather needed supplies to be distributed in nearby towns devastated by the hurricane. From the left are SA Angel O'Neill, SIU Patrolman Victor Nuñez, (kneeling) SA Samuel Sotomayor, SA Eusebio Gonzalez, (kneeling) AB Jesus Vergara and Chief Cook David Valle.



The boxes may say "vegetables"; actually they are filled with bottled water for the people of Utaudo, P.R., one of the most destroyed towns on the island after the hurricane. From the left are (kneeling) SIU Patrolman Victor Nuñez, (standing) DEU Orlando Herrera and AB Anibal Matos.

Left: From the back of a pickup truck, Deckhand Joel Gonzalez gives bottled water to a resident of the town of Utaudo. The people of the community were very grateful that unions like the SIU remembered them in such devastating times.

# SIU Protests Proposed User Fee Increases

The SIU strongly voiced its objections to proposed increases in the user fees charged to mariners for U.S. Coast Guard services relating to issuance of z-cards, licenses and certificates of registry.

Responding to a government notice of proposed rulemaking, the union urged the Department of Transportation to forego the intended increases. SIU President Michael Sacco, while objecting to the existence of user fees in the first place, called upon the department to either maintain or decrease the current fees.

In a recent letter to the DOT, he also pointed out the Coast Guard's proposed changes would

leave U.S. mariners paying "significantly higher fees" than those "imposed by the government for similar federally mandated licenses/documents."

Sacco further stated the current proposal may lead the union to consider supporting either a self-certification program for SIU members, or the privatization of the certification process, or both.

The SIU's comments and any others received in response to the proposed rulemaking are being considered.

Excerpts from Sacco's letter, sent to the DOT in September, follow.

"The Seafarers International Union of North America (SIU),

AFL-CIO ... wishes to express its unconditional dissatisfaction with the Coast Guard's proposed rulemaking (CGO 97-2799) revising user fees for agency services relating to the issuance of merchant mariner licenses, certificates of registry, and merchant mariner documents. We find the proposed revised fees ... unjustifiable and punitive.

"As we reviewed the proposed rule, it became evident that although the agency has attempted to calculate and recalculate fees for this function, it has, in our view, been unsuccessful in its efforts to develop a fair assessment. In fact, we advance that the recalculation is not a true cost

analysis or an economic time-test study but an exercise in justifying the Congressional mandate to impose user fees. We do not agree with many of the assumptions on which this study is based, which leads us to believe that the proposed fees are based on a flawed document....

"For example, according to the agency's draft regulatory assessment, the average monthly salary of an able seaman, when employed, is approximately \$1,541 per month in base wages and overtime while a third mate's average monthly base wage and overtime earnings are approximately \$3,047. Even though the third mate makes twice as much as an able seaman—according to these statistics, the latter must pay 0.63 percent of his annual salary in user fees for a merchant mariner document while the former pays 0.30 percent of his annual salary in licensing user fees. The Coast Guard does not justify this discrepancy and inequity. Instead, the agency opines that 'it is inappropriate to draw conclusions based on the comparison of fees as percentage of salary across professions.' We disagree. It is our contention that the agency is not comparing salaries across professions in this instance, but salaries between different levels of one profession—that of the merchant mariner. Therefore, user fees should fairly reflect that distinction.

"Further, it has come to our attention that the fees proposed by the Coast Guard are also significantly higher than fees imposed by the government for similar federally mandated licenses/documents.... This demonstrates an inconsistency and disparity between federal agencies in the manner in which fees are assessed and charged, which

leads us to ask why.... The SIU strongly recommends that any user fee imposed on the merchant mariner should be consistent with fees charged for the licensing process by other federal agencies.

"Perhaps the time has come for the SIU to look toward minimizing these ... fees for our members through the support of a self-certification program for seafarers working for SIU-contracted companies and/or the privatization of the process itself. The SIU believes it can provide this service to its members at a fraction of the cost the Coast Guard is proposing and looks forward to this opportunity. Unfortunately, the privatization of this function will take a number of years, as the agency proceeds through legislative and regulatory hurdles and procedures. Meanwhile, our members will still encounter the payment of unjust and inequitable fees for the opportunity to be employed on U.S.-flag vessels—unless the proposed fees are reevaluated, and are either returned to the status quo, or decreased.

"Our views on the process used to assess user fees for licensing and documentation of merchant mariners in the past are part of the record on this issue and are contained in docket number 96-053. Insofar as our concerns remain basically the same, we would ask that you review these previously submitted comments.

"It is our hope that the proposed ... increase in the user fee contained in the current proposal will be reevaluated and brought within the scope of fees assessed by other federal agencies for similar services. The SIU looks forward to partnering with you on this most important issue and offers its assistance in finding a mutually acceptable position."

## Congress Passes Extension for WWII Mariners' Veterans' Status Enactment into Law Awaits Presidential Signature

In one of its last acts before adjourning, the Senate passed legislation to provide World War II veterans' status to merchant mariners who served from August 16, 1945 to December 31, 1946.

The action by the Senate on October 20 followed a 423-0 vote by the House of Representatives on October 10 for the Veterans' Benefits Enhancement Act of 1998. This measure contained the language to extend the veterans' status. It awaits President Bill Clinton's signature to become law.

SIU President Michael Sacco saluted the efforts of merchant marine veterans' groups across the country to pass the extension.

"They deserve all the credit for this," Sacco said. "They saw an injustice that had been inflicted upon their fellow seamen and fought for 10 years to correct this problem.

"Just like those years when they braved submarine and air attacks on the world's seas, they never gave up and pushed on full steam ahead until the bill was passed."

### Long Sought Recognition

The battle to gain the extension started in 1988 after veterans' status was conferred upon mariners who sailed for the U.S. merchant marine between December 7, 1941 (when Pearl Harbor was bombed) and August 15, 1945 (when the Japanese surrendered aboard the *USS Missouri*). In fact, the 1988 announcement ended a 40-year struggle just to get some kind of recognition for mariners. Of all the American forces serving during World War II, only the U.S. Marine Corps suffered a higher casualty rate than the merchant marine.

Despite the long fight to gain veterans' status, the battle was far from over because of the August 15, 1945 cutoff date established by the Defense Department. The last date of recognition for other veterans was set at December 31, 1946, as determined by President Harry Truman.

Groups like the American Merchant Marine Veterans (AMMV) and the Merchant Mariners Fairness Committee worked with maritime-related

unions, like the SIU, to lobby Congress for the extension. Each session of Congress included bills to redress the problem, but they would go no further than being assigned to a committee.

However, the effort gained the strong support of Senate Majority Leader Trent Lott (R-Miss.) in this session of Congress. He reintroduced the extension legislation and worked for it, while a similar measure offered in the House by Representative Lane Evans (D-Ill.) garnered nearly 340 cosponsors.

Lott amended the Ocean Shipping Reform Act to include the extension, but it was cut during a House-Senate conference committee as long as the veterans' measure would be considered before the end of the congressional session. The legislation then was included in the Veterans' Benefits Enhancement Act.

AMMV spokesman Joseph Katusa stated, "We are all delighted. This has been quite an experience and we thank everyone who helped."

### What to Do

When the measure becomes law, mariners will have to apply for their honorable discharge by submitting U.S. Coast Guard discharges or other official records showing they sailed between those dates as well as form DD-2168. (The form is available through the Veterans Administration.)

The completed applications for those who sailed in the merchant marine should be sent to Commandant (GMVP-1/12), United States Coast Guard, Washington, DC 20593-0001. For those who served in the Army Transport Service, the completed forms should go to Commander, U.S. Army Reserve Components, Personnel & Administrative Center (PAS-EENC), 9700 Page Boulevard, St. Louis, MO 63132-5200. Finally, for those who worked with the Navy Transportation Service, their paperwork should be sent to Naval Military Personnel Command (NMPC-3), Navy Department, Washington, DC 20370-5300.

## New Cruise Ships on Tap for Hawaiian Trade

Continued from page 3

This is a significant step towards the re-emergence of the U.S.-flag cruise industry."

Also saluting the announcement was Senator Daniel Inouye (D-Hawaii), who served with Senator Ted Stevens (R-Alaska) as the primary sponsors of the U.S.-Flag Cruise Ship Pilot Project.

"Today's announcement by American Classic Voyages and Ingalls Shipbuilding is an important milestone towards the revitalization of the U.S.-flag cruise ship industry," Inouye stated.

"We are beginning to realize

the vision Congress had when it enacted the U.S.-Flag Cruise Ship Pilot Project last year, a project I am proud to have championed. This project will further develop the Hawaiian tourism market, increase employment in supporting services, result in thousands of jobs for Americans in the yards and aboard the cruise ships, and give us a better shipyard industrial base which is critical to U.S. national security.

"Only by promoting and encouraging a sound maritime industry can the U.S. remain a world economic and military superpower," concluded the Hawaii Democrat.

The cruise ships are the latest in the planned expansion of American Classic Voyages. Earlier this year, the New Orleans-based company announced its intention to build five coastal passenger vessels. These ships would carry between 200 and 225 passengers each with the first expected to be ready to sail in the year 2000.

The coastal vessels will be 300 feet long and diesel driven. They will be designed to look like the coastal steamers that plied the nation's coastlines at the beginning of this century. The quintet will be operated by Delta Queen Steamboat.

## NAFTA Lawsuit Ruling Evades 'Treaty' Issue

Believing the North American Free Trade Agreement (NAFTA) to be unconstitutional, the United Steelworkers of America (USWA) last July joined the Made in USA Foundation in a federal lawsuit to have the treaty declared null and void.

However, the government response to the lawsuit, handed down last month, evades the entire question of whether NAFTA is a treaty. If the answer had been yes, the lawsuit would have asked the courts to declare the agreement unconstitutional.

In a statement issued by USWA President George Becker, he said, "It appears our government's position is that no one can sue for redress, no matter how many U.S. jobs have been lost to Mexico or Canada since NAFTA's 1993 adoption, and no matter how many workers have been forced to accept lower wages or benefits under threat of a plant moving across the border."

When the lawsuit was filed four months ago, Becker had stated, "We believe NAFTA is a treaty that should have been subject to a two-thirds ratification

vote by the U.S. Senate as called for in the U.S. Constitution."

The Justice Department lawyers insist that whether or not NAFTA is a "treaty," and thereby subject to the two-third's concurrence of the U.S. Senate, it is a matter for the U.S. president to decide as he sees fit, free of any judicial involvement.

"I had always been taught that in our three-branch form of government, the job of interpreting the Constitution belonged to the judicial branch," stated Becker. "If the government is right, I think we've taken a giant step away from the principle of separation of powers and moved toward one-man rule."

Joel Joseph, chair of the Made in the USA Foundation, said, "The Made in the USA Foundation contends it is abundantly clear that NAFTA is a treaty. The Justice Department may claim it is not, but arguing that no one can sue to test the issue in court is ridiculous."

The USWA's lawyers involved said the union will vigorously contest the government's motion to dismiss the lawsuit.

# Steel Imports Spur Slowdown on Lakes

Despite Cargo Dip, Season Is Ahead of '97

Winter layup still seems as if it is a long way off, as the Great Lakes region enjoyed warm weather and SIU members continued sailing aboard many of the self-unloaders and other vessels that ply the trade.

Overall, it has been a very strong season on the Lakes, although August marked a rare dip in cargo movement. The Lake Carriers' Association reported that U.S.-flag lakers moved 13.9 million tons of cargo in August (the most recent month for which complete data is available), a decrease of 2.7 percent compared to August 1997.

The association and other groups—including the United Steelworkers of America and numerous steel companies—pointed to “dumping” of foreign steel in the U.S. as the key factor in the cargo-volume decrease. In fact, more than a dozen state governors have petitioned President Clinton, asking him to stop the influx of artificially low-priced foreign steel. A resolution has been introduced in the House of

Representatives addressing this same issue.

The governors' letter cites “unfairly priced, dumped and subsidized” steel products from Russia, Brazil and Japan as harming the domestic steel market. Imported steel from those three economically staggering nations increased by more than 80 percent through July, compared with the first seven months of 1997.

“Our steel companies are facing a major crisis as foreign companies flood our markets with finished steel products at well below cost, violating fair trade laws and forcing layoffs, plant closures and production halts across the country,” said the letter to President Clinton. “Our businesses cannot compete with unfairly priced, dumped and subsidized products from desperate foreign markets.”

Despite the August downturn, the Lakes season as a whole remains ahead of last year's pace. Through August, a total of 90,254,649 tons of cargo had been moved from Lakes ports, compared to 84,677,736 at that time last year.

## Bernard Seaman, Former LOG Art Editor, Dies at 85

Bernard Seaman, who served as the art editor for the *Seafarers LOG* during the 1940s, '50s and '60s, passed away September 7 after battling cancer. He was 85 years old.

Seaman drew many of the editorial cartoons found in the *LOG* during the post-World War II era. The late Herb Brand, who served as the union's communications director during that period, often reflected on the way Seaman could create just the right drawing when needed for a particular situation.

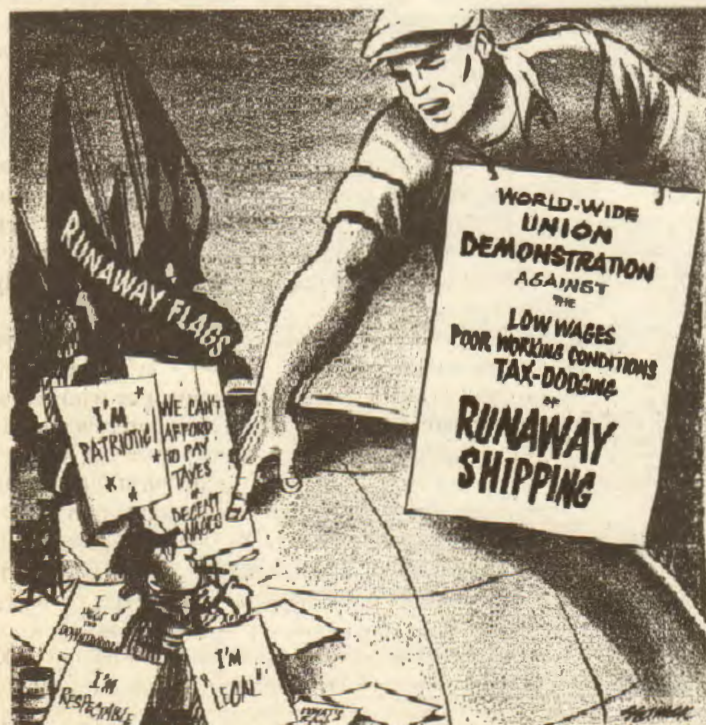
Besides his work with the SIU, Seaman also was art editor for the International Ladies Garment Workers Union and the International Union of Electronics Workers (IUE). He

provided editorial cartoons for many years for the *AFL-CIO News*. His work appeared as well in *PM*, *The New York Times* and *The Nation*.

The Stamford, Conn. native received numerous awards, including the New York Newspaper Guild Page One Award in 1952. He designed and painted murals for union halls around the country.

Seaman attended New York City public schools, City College, the Art Students League and the University of Alabama. He retired from the IUE in 1978.

He is survived by his wife Helen, daughters Judith and Laura and three grandchildren.



Bernard Seaman provided cartoons for the *Seafarers LOG* for decades. This example of his work, featured in the December 5, 1958 issue, shows 40 years ago the SIU was already fighting against runaway-flag shipping.

## Sunshine and Cement in Detroit



The SIU-crewed *J.A.W. Iglehart* (above) has helped keep cement cargoes on the Great Lakes ahead of last year's pace. Pictured (clockwise, from right) during a recent docking in Detroit are Bosun Herb Shiller, Wheelsman Bill Thomen, Wheelsman Randy Cummings and Wheelsman Willis Campbell, who at age 72 still sets a brisk pace on deck.



## New Bedford Port Agent Francois Appointed to Fishing Commissions

New Bedford (Mass.) Port Agent Henri Francois has been selected to represent the port's commercial fishing industry members on two vitally important commissions.

The 1st District U.S. Coast Guard picked Francois to serve as an alternate to the Commercial Fishing Industry Working Group, formed in 1994 as a forum to discuss compliance and enforcement issues regarding fisheries regulations.

New England's fishermen have labored under an increasingly strict regime designed to help rebuild troubled groundfish stocks such as cod and haddock. Such regulations, devised by the New England Fisheries Management Council, a body of federal and state regulators, academics and industry members, sometimes lead to rules which make it difficult for fishermen to make a living.

The Fishing Industry Working Group gives fishermen the opportunity to have input on these Coast Guard-enforced rules, suggesting



Henri Francois

improvements and pointing out those which do not accomplish the stated goals.

Francois also has been named to the City of New Bedford's Fisheries Task Force by Mayor Fred Kalisz. The task force (which includes other fishermen, fish processors, a University of Massachusetts professor and local port officials) is charged with coordinating responses to federal management recommendations and promoting better scientific information.

“SIU fishermen have sacrificed so much over the past eight years, serving in these positions will give me a chance to help them start getting the rewards,” said Francois. He noted that groundfish stocks have been rebuilding, witnessed by the increased catches the union boats have been landing, but that government biologists have been slow to recognize this. “That's why industry-supported research is so important to our members.”

Restrictions facing SIU members in New Bedford include limited numbers of days per year in which they are allowed to fish. Their fishing time will be increased only when the federal government, specifically the National Marine Fisheries Service, declares the stocks of flounders, cod, haddock and other fish rebuilt.

The fishermen believe that budgetary restrictions prevent the government from fully surveying the fish stocks, which is why the industry and city are looking for ways to aid in scientific research.

# The SIUNA - An Explanation of Its Structure and Its Members

Because of the several articles that have been published in the *Seafarers LOG* this year regarding a possible affiliation of the National Maritime Union with the Seafarers International Union of North America (SIUNA), some confusion has arisen concerning the difference between the SIUNA and the SIU Atlantic, Gulf, Lakes and Inland Waters District, commonly known as the SIU.

The SIUNA is the parent organization of 17 different unions (listed in the box), including the SIU Atlantic, Gulf, Lakes and Inland Waters District. It is anticipated that the NMU would become the newest affiliate of the SIUNA.

The SIUNA does not have any actual individual members. It does not negotiate any contracts. Instead, the SIUNA serves all its affiliates by providing protection under the AFL-CIO charter from being raided by other unions, by being involved in political and legislative activities and by offering policy input to the AFL-CIO. Under this system, each affiliate represents its members directly.

When Harry Lundeberg received the SIUNA charter from the American Federation of Labor in October 1938, it was to create an international organization for mariners and maritime-related workers. Lundeberg became the first president of the SIUNA, serving in that capacity at the same time that he headed the Sailors' Union of the Pacific

(SUP), which became an SIUNA affiliate.

Joining the SUP in 1938 as affiliates under the SIUNA banner were three separate SIU districts—one each for Atlantic Coast, Gulf Coast and Great Lakes mariners. As time went on,

these three districts merged their operations to become today's SIU Atlantic, Gulf, Lakes and Inland Waters District.

The SIUNA continued to grow. It now includes unions that represent men and women who work in canneries, tourism, facto-

ries and government as well as aboard fishing vessels. As affiliates, each of the unions within the SIUNA operates under its own constitution, elects its own officials, negotiates its own contracts and manages its own budgets.

The SIUNA is not alone in the

labor movement with an overall structure that encompasses affiliated unions. Two examples include the United Food and Commercial Workers (UFCW) and the International Longshoremen's Association (ILA).

Within the structure of the UFCW (best known for representing grocery store workers) are councils. The councils formerly operated as independent unions, but have affiliated with the UFCW. Like SIUNA affiliates, they still elect their own officials and negotiate their contracts. The UFCW council unions include the Retail, Wholesale and Department Store Union; the United Garment Workers of America; the Distillery, Wine and Allied Workers International Union; the United Textile Workers of America; and the International Chemical Workers Union.

Like the SIUNA and UFCW, the ILA also has affiliate unions. These unions include the International Organization of Masters, Mates and Pilots and the American Radio Association.

Such arrangements are not unique to labor.

One specific example within industry is the CSX Corporation. Many Seafarers know CSX as the parent of SIU-contracted Sea-Land Service. The corporation also includes such separate entities as CSX Transportation, CSX Intermodal, Customized Transportation, and The Greenbrier.

## Unions Affiliated with the Seafarers International Union of North America

Canadian Marine Officers Union  
9670 Notre Dame Street, East  
Montreal, H1L 3P8, Quebec, Canada  
514-354-8321

Chauffeurs & Industrial Workers, Local 5  
4577 Gravois Avenue  
St. Louis, MO 63116  
314-752-2200

Chinook Cannery Workers Union, Local No. 12  
PO Box 325  
Chinook, WA 98614

Fishermen's Union of America, Pacific & Caribbean  
529 W. 9th Street, Suite C&D  
San Pedro, CA 90731  
310-833-3571

Industrial, Professional, Technical Workers  
International Union  
8700 Clota Street  
Downey, CA 90241  
800-888-2800

Marine Firemen's Union  
240 Second Street  
San Francisco, CA 94105  
415-362-4592

Marine Staff Officers, Pacific District  
170 Windsor River Road, Suite W  
Windsor, CA 95402  
707-837-0423

Professional Security Officers Association  
5201 Auth Way  
Camp Springs, MD 20746  
301-899-0675

Sailors' Union of the Pacific  
450 Harrison Street  
San Francisco, CA 94105  
415-777-3400

Seafarers Commercial Fishermen's Association  
5201 Auth Way  
Camp Springs, MD 20746  
301-899-0675

Seafarers Entertainment and Allied Trades Union  
325 Market Street, Suite B  
Alton, IL 62002  
618-462-3456

Seafarers International Union - Atlantic, Gulf, Lakes  
and Inland Waters District  
5201 Auth Way  
Camp Springs, MD 20746  
301-899-0675

Seafarers International Union of Canada  
1333 St. Jacques Street  
Montreal, H3C 4K2, Quebec, Canada  
514-931-7859

Seafarers Maritime Union  
5201 Auth Way  
Camp Springs, MD 20746  
301-899-0675

SIU of Puerto Rico, Caribe and Latin America  
PO Box 8899  
Fernandez Juncos Station  
Sanjurjo, PR 00910  
787-723-0002

Sugar Workers Union No. 1  
641 Loring Avenue  
PO Box 583  
Crockett, CA 94525  
510-787-1676

United Industrial, Service, Transportation, Professional and  
Government Workers of North America  
5201 Auth Way  
Camp Springs, MD 20746  
301-899-0675

## Bosun McCarthy Featured in AFL- CIO Publication

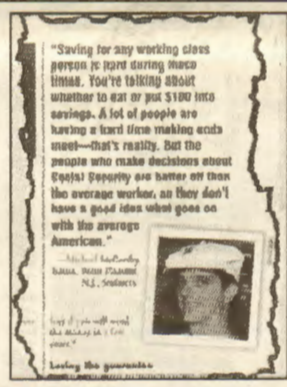
SIU member Michael McCarthy is included in a group of articles appearing in the October issue of the AFL-CIO's official publication, *America@work*.

The recertified bosun is quoted in one of the articles about the pitfalls of privatizing Social Security. A small photo of McCarthy also appears with the display quote, on page 16.

An 18-year member of the SIU, McCarthy told the AFL-CIO news magazine that the current Social Security retirement program must be maintained. Privatizing the system will be too risky, he said, and many retired families depend on the heretofore stable income from Social Security.

Additionally, the 36-year-old Seafarer stated that many Americans probably cannot afford to pay into a high-risk, private retirement plan—not often enough to ensure a reasonably comfortable retirement, anyway.

"Saving for any working class



Bosun McCarthy's photo and comments appear in the national publication of the AFL-CIO.

person is hard during these times," he told the magazine. "You're talking about whether to eat or put \$100 into savings. A lot of people are having a hard time making ends meet—that's reality.

"But the people who make decisions about Social Security are better off than the average worker, so they don't have a good idea what goes on with the average American."

McCarthy's comments, along with those from other trade unionists around the country, appear in the last of three articles forming the October cover story.

## 'Y2K' Dilemma Looms Over Computer Users U.S. Coast Guard Web Site Tries to Head Off Difficulties

*Editor's note: This article was written by Russ Levin, an instructor at the Paul Hall Center for Maritime Training and Education.*

The year 2000 presents one of the most interesting challenges since the beginning of the computer age. It has significant implications for all those who use computers. It is an absolute immovable deadline that must be dealt with to avoid the consequences.

Computers record time and dates as just another number, and as time progresses, the "time" number gets bigger, so a future date is always larger than a past date. In order to save space in earlier computers, some programmers interfered with this progression by deleting the century digits from dates.

Without the century digits, the last date of the millennium will be 99-12-31, and after the ball falls in Times Square, many computers will see January 1, 2000 as 00-01-01, a smaller number than the day before. Time will seem to have reversed—though it is unlikely that senior citizens will be young again (or unborn yet), and a few moments in the future will take a century to occur.

Most software has been written to handle the 1900s, and is able to process the years 1900 through 1999. Any year after 1999 or before 1901 may not be processed correctly. This is due to the fact that many software systems use only two digits in representing a year.

In addition to software problems, computers and equipment using computer chips may very well stop working on New Year's Day, 2000. These devices contain one or more chips which lack the first two digits and will see the year as 0000.

This problem is even greater in scope than the computer problem, as all computer based automation is involved. Even your coffee pot timer may quit.

Multiply these sorts of difficulties by many thousands, times hundreds of millions of people around the world who would be inconvenienced (at least) and you start to get a feeling for the scope of the potential problem.

To make things worse, what if your computer software and hardware have been fixed but your computer regularly exchanges data with someone

else's computer that has not been fixed? How will your computer know that 1900 in the data coming from the other computer actually means 2000? It won't. It will accept the data as transmitted, causing some of your data to become meaningless. You would be wise to make a back-up on December 31, 1999.

In an effort to help the marine industry deal with the huge potential for serious problems related to the Year 2000 (Y2K) computer problem, the U.S. Coast Guard is seeking public participation in planned ongoing discussions on Y2K problems. Because of the impact of this problem, "the Coast Guard will serve as a clearinghouse for all lessons learned and problems identified with the issue as it relates to the maritime industry," states the agency.

Information on comments received will be retrievable from the Coast Guard Marine Safety Y2K web site at: [www.uscg.mil/hq.g-m/nmc/y2k.htm](http://www.uscg.mil/hq.g-m/nmc/y2k.htm).

In order to protect yourself, it's a good idea to contact the people with whom you do business and get them to send you confirmation in writing they will be fully Y2K compliant. Less than 60 percent of businesses contacted in a recent survey will be ready for the Year 2000.

If you have a computer, you should have the hardware tested to verify it is Y2K compliant. You also will need to contact the companies who wrote the software you are using and ask if your version is Y2K compliant, and if it is not, is there a fix.

If your computer cannot use the latest form of the Windows operating system, you should start thinking seriously about replacing your equipment, but remember this is only one part of a three-part problem. The three parts are your equipment, software and the other people you do business with.

Start now to assess your potential for having Y2K problems and take the necessary steps for a timely solution. Then you will truly enjoy watching the ball fall in Times Square and you will be toasting the beginning of the new millennium.

If you have a maritime-related question about the Y2K situation, you may email it to Russ Levin at [davidl@radix.net](mailto:davidl@radix.net).

## Reminder

The union's contracts department reminds all SIU members that they must fully comply with all shipboard procedures involving U.S. Customs personnel. This includes everything from routine sign-offs to room searches. Failure to adhere to proper Customs procedures may result in substantial fines and other liabilities for Seafarers, their shipmates and SIU-contracted companies.

# Away from Port in a Storm Regulus Sails Out of Hurricane's Path

When Hurricane Georges appeared as if it were heading directly toward New Orleans, Seafarers aboard the Ready Reserve Force vessel *USNS Regulus* followed a simple plan: Get out of the way.

SIU members quickly crewed the SL-7, normally in reduced operating status (ROS), and sailed it from New Orleans into the Gulf of Mexico. Meanwhile, the hurricane veered away from New Orleans at the last minute.

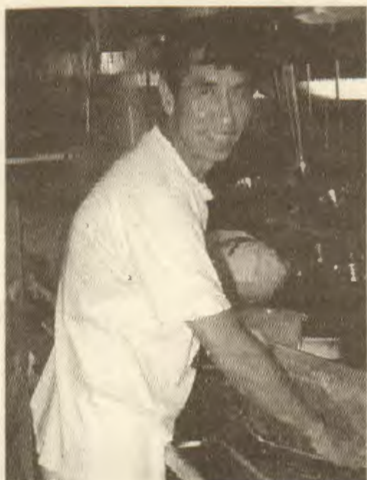
The *Regulus* subsequently returned undamaged to its berth in New Orleans.

"This is a fairly routine procedure around here during hurricane season—sending ships out to avoid the storm," observed SIU New Orleans Port Agent Steve Judd, who met with *Regulus* crew members upon the vessel's return. "The *Regulus* crew, both the ROS personnel and those who came from the New Orleans area and other ports to crew the ship, deserve credit for a job well done. Remember, when these ships leave port, they know it's potentially bad news."

Judd added that no damage was done to the SIU hall on Jackson Ave., nor to the new hiring hall at 3911 Lapalco Blvd. in Harvey, La. (which has not yet opened).



Excellent maintenance of the *Regulus* enabled the ship to quickly leave port when Hurricane Georges threatened. Aiding the ship's operations are (from left) Chief Engineer Scott Agnew, Chief Mate Jan Genemans, Bosun Wilfredo Rice, OS Willard Bell and AB Juan Salgado.



Aptly named Chief Cook Siu Chan scrubs a pan after lunch.



AB Arthur Machado, who sent these photos to the *Seafarers LOG*, does not let warm weather prevent him from accomplishing his task.



Wipers Larry Lewis (left) and Eduardo Pereira formed part of the crew that sailed the *USNS Regulus* away from the hurricane's projected path.



SA Billy Mitchell (left) and Chief Steward Wayne Howard keep the galley in top shape and the crew well-fed.

## Lummus Aids in Marine Corps Exercise

The SIU-crewed 1st Lt. *Jack Lummus* recently assisted the U.S. Marine Corps with exercise Urban Warrior '98, serving as a platform for the Marine communications and supply delivery assessment.

The prepositioning ship *Lummus* usually is based in the Western Pacific, one of four U.S. Military Sealift Command (MSC) ships that together carry enough equipment, supplies and ammunition to support a Marine Air/Ground Task Force comprising up to 17,000 military personnel for 30 days. However, in September the *Lummus* was anchored six miles off the North Carolina coast for biannual maintenance of the ship and equipment.

Exercise Urban Warrior '98 is part of a larger experiment known as Sea Dragon, emanating from the Marine Corps Warfighting Lab in Quantico, Va. Its premise in part is based on estimates that, by 2010, 80 percent of the world's population will live within 300 miles of a coastline.

Defense experts also anticipate that threats will no longer come from "clear enemies with known war-fighting capabilities; rather threats will come from smaller, unknown enemies who will use sub-



The SIU-crewed 1st Lt. *Jack Lummus* took part in an important Marine Corps exercise off the North Carolina coast in September.

terfuge and terrorism to accomplish their goals. The recent American embassy bombings in Kenya and Tanzania illustrate the nature of this new threat," MSC noted in a report about the exercise.

The agency further pointed out that "one goal of Sea Dragon is to maintain all logistic operations at sea rather than setting up a base ashore. This has profound implications for the MSC. As the Navy continues to downsize personnel and ships, MSC will increasingly pick up the slack.

"MSC ships' noncombatant status makes them less costly to operate than combatant Navy ships. Traditional Navy ships are combatant vessels, meaning they have weapons aboard and are potential targets of enemy fire. As such, they must carry large crews to operate the weapons systems aboard and to protect the ships should they be damaged in battle.

"MSC ships are noncombatant vessels, operating behind the battle line, and are not considered likely targets of enemy fire. Their noncombatant status enables MSC ships such as the *Lummus* to maintain an average crew size of less than 40 while Navy ships of similar size generally have crews in the hundreds.... The skill levels of MSC's merchant mariners also enable MSC ships to operate with smaller crews [than Navy ships]. The net result of these cost differences and Navy downsizing is to make MSC an attractive Marine Corps partner as the Corps explores potential sea-based operations."

The event off the coast of North Carolina was the final trial in a series of four Urban Warrior experiments. In this exercise, the Marines dealt specifically with overcoming logistic communication and supply delivery challenges.

Another part of Urban Warrior was to establish a timely, limited-risk means of delivering the supplies from ship to shore.



Hundreds of union members, including Seafarers, rallied in Washington, D.C. in support of Avondale shipyard workers.

## Seafarers Show Support For Avondale Workers



Seafarers were a presence in the rallying crowd, urging the U.S. Navy to stop using taxpayer dollars to fund union-busting efforts at Avondale.

Dozens of Seafarers were among the nearly 500 union members and supporters who rallied at the U.S. Navy Memorial in Washington, D.C. September 24 in solidarity with workers at Avondale shipyard.

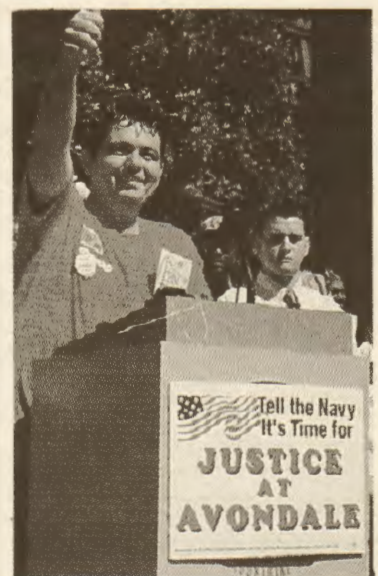
Five years ago, the workers at the New Orleans shipbuilding company voted to form a union to improve their working conditions and paychecks. Today, they are still waiting for the company to begin negotiations on a first contract, even though the National Labor Relations Board (NLRB) certified the election and ordered Avondale to pay \$3 million in fines related to the employer's illegal anti-union tactics.

Avondale workers earn 29 percent less, on average, than work-

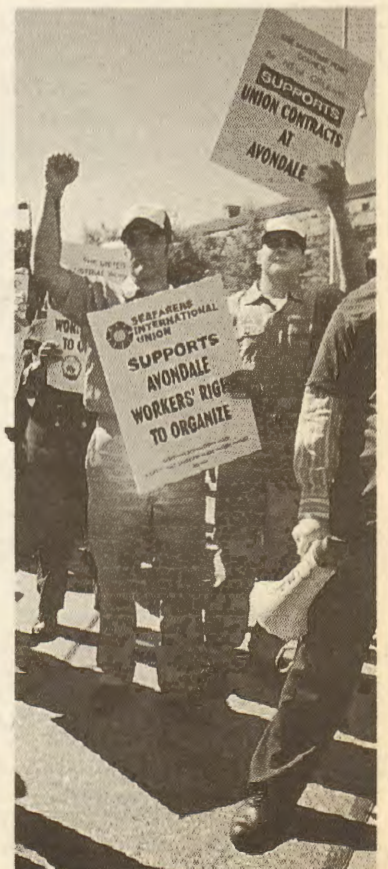
ers at other private shipyards with major Navy contracts. And Avondale has the worst health and safety record of any U.S. shipyard receiving Navy contracts.

AFL-CIO President John Sweeney spoke to the demonstrators, decrying the shipyard's abysmal safety record and calling on the Navy to stop using taxpayer dollars to fund union-busting efforts (Avondale gets 80 percent of its business from the Navy).

In an emotional moment, Scott LaJaunie, the teenage son of a 38-year-old worker killed recently at Avondale, called for an investigation into hazards at the shipyard. "I don't want other families to go through what I went through," he said.

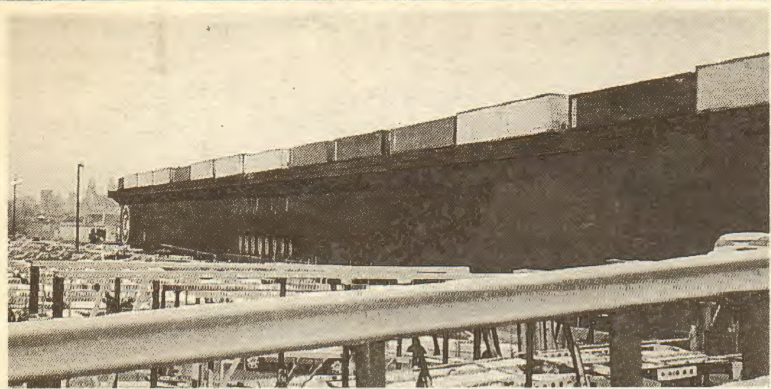


Mike Boudreaux, a steward and member of the Shoot Metal Workers union, introduces Scott LaJaunie (right), whose father was recently killed at Avondale.



Right: Seafarers Thomas Larusso (left) and Roger Steward participate in the Avondale rally.





A Crowley barge docks at Petty's Island, located near Philadelphia.

## Striving for Safety

# Seafarers Get Job Done At Petty's Island Docks

It takes lots of behind-the-scenes work to maintain the busy pace and smooth operations in the port of Philadelphia.

SIU members employed at the Crowley Petty's Island complex in Pennsauken, N.J. are part of that little-publicized operation. Nearly 100 Seafarers work at the Crowley facility, loading and unloading barges and ships,

maintaining containers and handling other jobs at the site across the Delaware River from Philadelphia.

One reason they are out of the spotlight is that they work very safely. Earlier this year, SIU members at Petty's Island were recognized by the company for attaining 452 consecutive days without a lost-time injury.

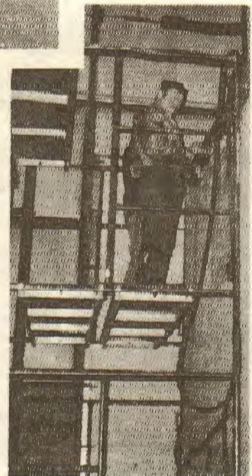
During a celebration marking that string, several Seafarers pointed out that frequent safety meetings help them do their jobs unharmed. "We're very safety conscious," summarized Chief Shop Steward John Wozunk.



At left, Shop Steward John Gallagher cheerfully reports for his shift at the Crowley Petty's Island complex.



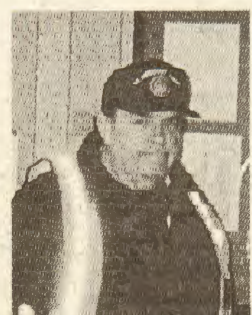
Carrying out minor repairs to Crowley trailers are Kerry O'Callaghan (left) and John Bunting.



Jay Chapin lubricates a trailer door.



Precision is a must for Seafarers John Haller (left photo) and Mike Kirby at the Crowley facility.



Jim Bryan (left photo), Bill McCorkle (center) and Chief Shop Steward John Wozunk were part of the recent ceremony commemorating 452 consecutive days without a lost-time injury attained by Seafarers at the Crowley terminal at Petty's Island.

# Ability to Change Is Necessary, Stresses S-L Innovator Bosun



Bosun J.R. Wilson (left) talks with King's Point Cadet Carmelita Solomon and Chief Steward Jose M. Bayani at the conclusion of a meeting.

When the *Sea-Land Innovator* docked in the port of Long Beach, Calif. for a payoff recently, after completing voyage #176, Bosun J.R. Wilson conducted the shipboard meeting, giving his crew members the most current information on happenings within the SIU as well as an update on events in the maritime industry.

Chairman Wilson (who also sent these photos to the *Seafarers LOG*) noted that one thing that never changes is change itself—reminding Seafarers that if they want to keep themselves competitive in the job market, they are going to have to keep up with changing skills and technologies. "For all of us," he said, "this means taking the necessary courses at Piney Point."

Another way to maintain jobs and job security, he informed the crew, is to support SPAD.

Contributions to this fund help keep the union's presence on Capitol Hill, especially during legislation pertaining to the maritime industry.

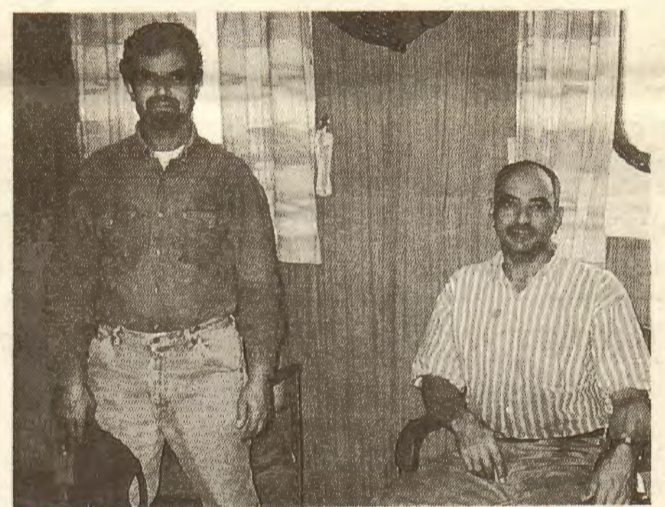
SIU Wilmington (Calif.) Representative Frank Gill, who came aboard ship for the meeting and to answer any questions, reminded everyone to apply for their training record book (TRB) and STCW certificate as soon as possible—two more ways in which the union is keeping its members among the best qualified in the changing world.



Voyage #176 took the *Sea-Land Innovator* from Yokohama, Japan to Long Beach, Calif. It was a little cooler in Yokohama, where crew members dressed warmly for their chipping and painting tasks. From the left are Unlicensed Apprentice Mary R. Bado, AB Deck Maintenance Ramon V. Duran and AB Deck Maintenance Mousid S. Omar.



AB James R. Inskip (left) and Chief Steward Jose M. Bayani enjoy a few moments on deck following a shipboard meeting.



Awaiting the start of a meeting on the *Sea-Land Innovator* are (from left) AB Deck Maintenance Mousid S. Omar and DEU Ahmed Y. Hassan.

## In Support of the U.S. Merchant Marine



The SIU recently announced it has been advised of the transfer of the management contract for the LNG fleet from Energy Transportation Corp. to a Hamburg-based company called Pronav. Pronav has agreed to honor the five-year contract (ratified in 1996) already in place between the SIU and ETC. Two Seafarers aboard the *LNG Leo* show their support for the U.S. merchant marine by painting an American flag on the vessel's nitrogen tank. The flag was created by Bosun Charlie Kahl (right) and AB Don Peterson.

# VISITING THE PAUL HALL CENTER

There's always something going on at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. It's no wonder that everybody loves visiting the facility—whether for upgrading, vacationing or just showing the place off to family and friends. On this page are photos of a number of Seafarers—both active and retired—who recently spent some time there.



Enjoying lunch with his family is John Gallagher, a visiting SIU member who works in the Philadelphia area at Petty's Island. He has been with the union since 1973. With him are his wife, Maureen, and their children: Allison, Daniel, Jacklyn, Megan, Michael and Brian.



Mohamad M. Shibly, who ships from the Tacoma, Wash. hall, attended the chief cook upgrading course at the Lundeberg School over the summer. He was visited by his wife, Azizah and his daughter, Nadia Nahraa.



Pensioner Carl Francum retired in 1993 at age 65 after many years as a bosun. His wife, Dora, has been happy having him back home in North Carolina. With them in the Paul Hall Library and Museum are two future candidates for the Unlicensed Apprentice program—their grandsons Steven Tane and Jimmy Smith.



Pensioner Talmadge L. Moss and his wife, Jo, had a memorable time vacationing in Piney Point over the summer. "We had a great time, delicious food, and the hospitality was wonderful. All retirees should take a shot at it," Moss said. His wife added that the food was so good she's sure she gained at least 10 pounds.

## Apply Now for 1 of 7 Scholarships to Be Awarded to Seafarers, Dependents in '99

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

All Seafarers and their spouses and children who plan to attend college are encouraged to send away for the 1999 SIU Scholarship Program booklet. It contains eligibility information, procedures for applying and a copy of the application form. (The program books also are available at all SIU halls.)

Seven monetary grants will be awarded in May 1999 to three SIU members and four dependents. One of the three scholarships reserved for SIU members is in the amount of \$15,000 and is intended to help cover the cost of attending a four-year, college-level course of study. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary voca-

tional school or community college. Four scholarships are awarded in the amount of \$15,000 to the spouses and dependent children of Seafarers. (See article at right on Aric Knuth, a 1995 scholarship winner.)

Once the scholarship booklet has been received, applicants should check the eligibility information to make sure that certain conditions are met.

After checking for eligibility, applicants should start collecting other paperwork which must be submitted along with the full application by the April 15, 1999 deadline.

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

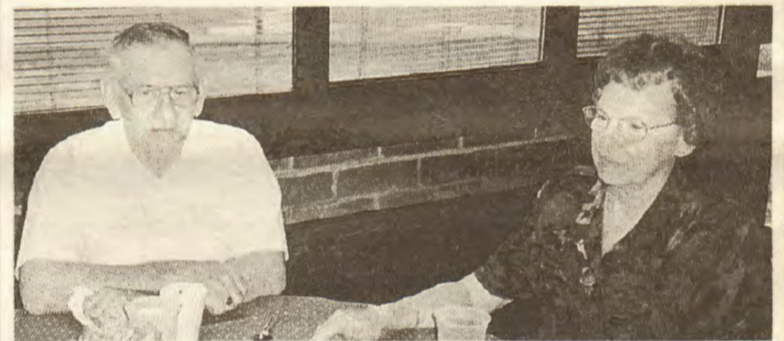
Another part of the application

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

Since the scholarship awards are made primarily on the basis of high school grades and the scores from either the College Entrance Examination Boards (SAT) or American College Tests (ACT), arrangements should be made to take these exams no later than February 1999 to ensure that the results reach the scholarship selection committee in time to be evaluated.

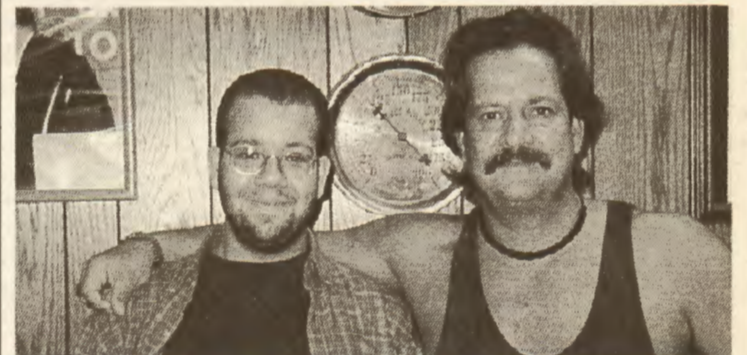
A photograph of the applicant and a certified copy of his or her birth certificate are two other items that must be included in the total application package.

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



B.C. Buchanan and his wife, Mae, check out the cafeteria during their stay at the Paul Hall Center. Formally with the SIU inland division, Buchanan is now retired although still very active in the community with the local Lodge and in helping sick and injured children. The couple resides in Gwynn, Va, near Newport News.

### '95 Scholarship Winner in Final Year



Aric Knuth (left) poses in the SIU Algonac hall with his father, David. The elder Knuth sails from that port as an AB Wheel/Watch, and it was through his membership in the SIU that Aric was eligible for the scholarship benefit provided by the Seafarers Welfare Plan.

As one of four recipients of the Seafarers scholarships for dependents in 1995, Aric D. Knuth was awarded \$15,000 in financial assistance to begin his college career.

This year marks his fourth and final one at the University of Michigan, where he is majoring in English with a sub-concentration in fiction writing.

When he began his freshman year, Knuth's interest was in the theater. He started writing plays and decided he liked writing better than performing. He already has published several articles in the campus newspaper and won a couple monetary awards for his play-writing abilities.

The \$15,000 university scholarship came in very useful, noted a grateful Knuth recently, especially with the high cost of living in Ann Arbor, Mich.

Following his graduation, Knuth plans to continue his studies in a graduate program for creative writing.

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

Name \_\_\_\_\_

Member's Social Security Number \_\_\_\_\_

Street Address \_\_\_\_\_

City, State, Zip Code \_\_\_\_\_

Telephone Number \_\_\_\_\_

This application is for:  Self  Dependent

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

11/98

# ITF Ship Brings Horrors of Runaway-Flag Shipping to American Visitors



The *Global Mariner* arrives in Baltimore, its second stop in the United States.



Brooklyn, N.Y. Councilman Steve Dibrenza cuts the ribbon to open the exhibit in the United States. Looking on is SIU Vice President Atlantic Coast Jack Caffey.

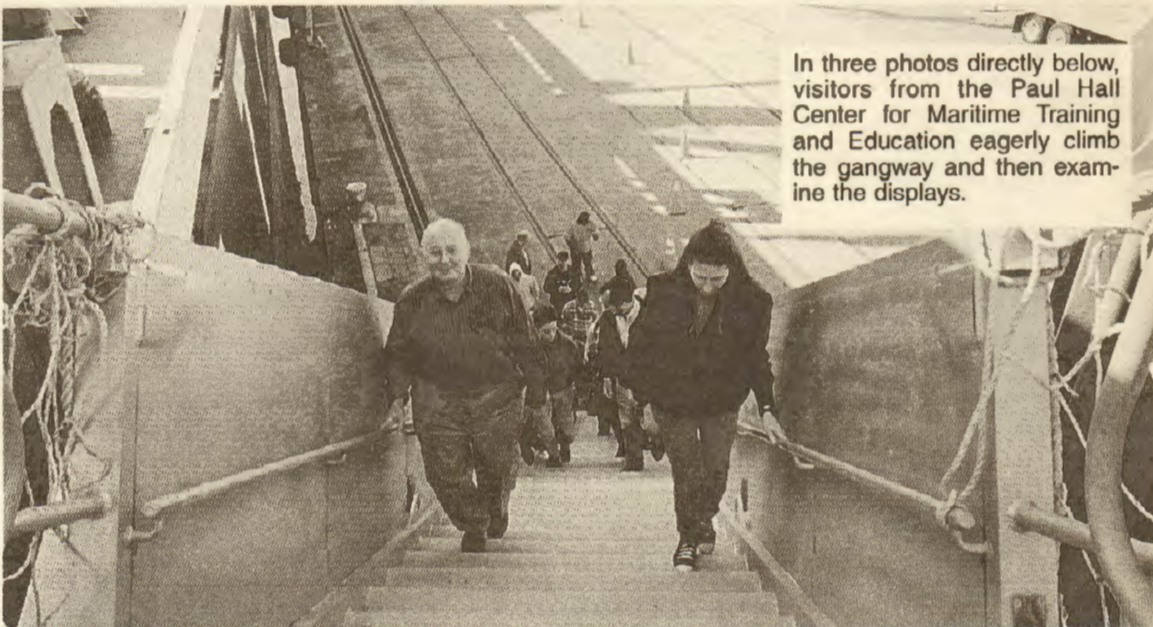
Several thousand people in the U.S. already have gained a stronger understanding of the perils faced by foreign mariners sailing aboard runaway-flag vessels after touring the International Transport Workers' Federation (ITF) exhibition ship *Global Mariner*.

Continuing an 18-month voyage around the world, the *Global Mariner* made its first American ports of call in early October. The 20-year-old converted freighter spent Columbus Day weekend in Manhattan, where foul weather kept the number of visitors down. However, that was more than made up by a steady stream of guests when the vessel docked in Baltimore the following weekend. As of mid-October, more than 90,000 people in the U.S., Canada and Europe had come aboard the ship.

gangway to view the *Global Mariner's* photos, videos and other exhibits were U.S. Maritime Administrator Clyde Hart; SIU Executive Vice President and ITF Seafarers' Section Chairman John Fay; lawmakers; staffers representing federal, state and local government officials; union members and their families; young people considering joining the U.S. merchant marine and many others interested in maritime and human rights.

Most came away stunned at the photos taken by ITF inspectors around the world as well as various newspapers showing some of the deplorable conditions endured by mariners on runaway-flag ships. Among the graphic pictures, enlarged to the size of giant murals, taken aboard these

Continued on page 12



In three photos directly below, visitors from the Paul Hall Center for Maritime Training and Education eagerly climb the gangway and then examine the displays.



Clockwise, from upper left: Assisting guests aboard the ITF *Global Mariner* are Seafarers Ed Doruth and Tom Sores; Nabil Ahmed; Nicholas Craddock; Melvin Jackson (bottom, left) and Carey Foster; and Clifton Doonis.





Continued from page 11

ships are insect-infested food, highly unsanitary areas for personal hygiene, injured mariners who were denied medical care and sinking vessels.

Exhibits aboard the ship show how the leading maritime nations

of 50 years ago, when the runaway-flag campaign began in earnest, no longer are among the top nations in terms of ship registry.

The displays spell out how the runaway-flag program works: A shipowner, usually from a traditional maritime nation, registers his vessel in a non-traditional nation (such as Liberia, Panama, Belize, Vanuatu and others) to avoid his home nation's laws regarding safety, wages, taxes and more. The crews for these runaway-flag ships typically come from still other nations (like Indonesia, the Philippines and Sri Lanka) where they receive a mini-

mum of training—if any at all. These seamen are paid wages below international standards (in some cases, ABs make only a couple hundred dollars a month), often are refused wages for months at a time, receive substandard food allotments and practice little to no workplace safety skills, thus leaving the vessels to rust away.

Captain Geoff Fowlger of the *Global Mariner*, who has seen in his voyages around the world the plight of mariners aboard runaway-flag vessels, described the exhibit as "like living in a neighborhood where there's a murder every week. It's one thing to read about it and it's quite another to actually witness it. This ship lets people witness what really goes on."

The *Global Mariner* continues its tour of American ports this

month. After stopping in Savannah, Ga. in late October, it is scheduled to visit Fort Lauderdale, Fla., October 27-November 2; New Orleans, November 4-8; Houston, November 9-12; and San Juan, P.R., November 23-26. The vessel then will sail to South America and return to the U.S. Pacific Coast in spring 1999.

The ITF comprises more than 500 unions—including the SIU—representing workers in transportation-related industries from over 125 countries. The organization is based in London. Three SIU officials serve as ITF inspectors—Edd Morris, Spiro Varras and Don Thornton.

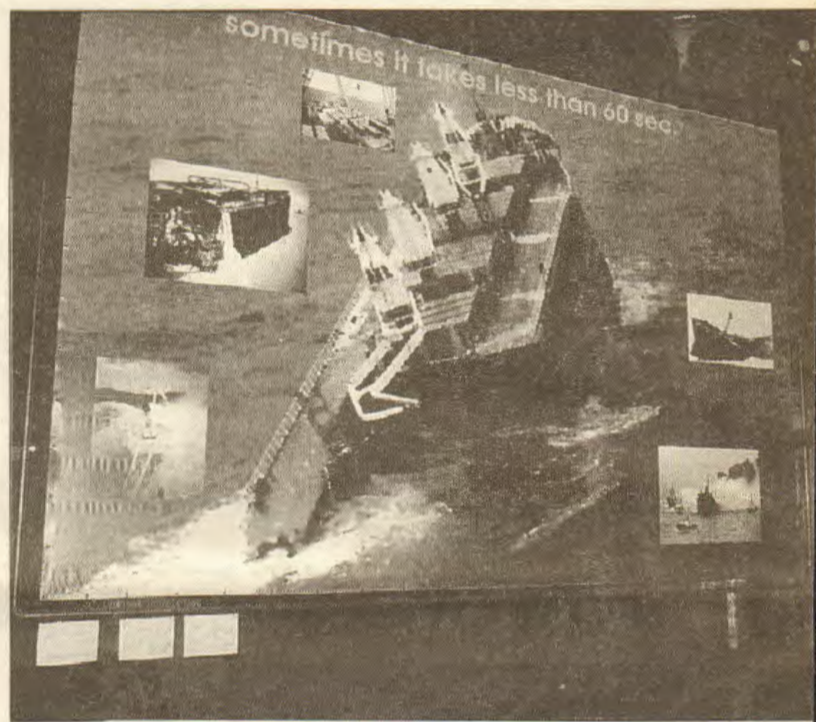
The *Global Mariner*, which sails under the British flag, is marking the 50th anniversary of the ITF's international campaign against runaway-flag shipping.



**Why do ship owners use Flags of Convenience?**

Under foreign flags they can:

- Pay lower wages to their crew
- Avoid effective control by the flag state
- Operate in secrecy
- Move funds and avoid taxes
- Ignore national standards
- Remain unaccountable for safety, maintenance and crew welfare
- Steer clear of organized unions



Visitors on the ITF vessel may read basic information about the campaign against runaway-flag shipping and see giant images depicting the often horrific conditions of mariners on such vessels. Some of the images are shown across these pages.



Among the first to tour the ship in New York are (from left) Spiro Varras, one of the SIU's ITF inspectors; Brooklyn, N.Y. Councilman Steve Dibrienza; Jack Caffey, SIU vice president Atlantic Coast; and SIU Patrolman Jack Caffey, Jr.



Commending the ITF for launching the worldwide tour are (l-r) Chaplain Jim Horan of the International Seafarers Center in Baltimore; Deacon Robert Balderas, national director of the U.S. Apostleship of the Sea; Burmese mariner Maung Aung Myint, whom the ITF helped take refuge from a runaway-flag vessel; and Edd Morris, one of the SIU's ITF inspectors.



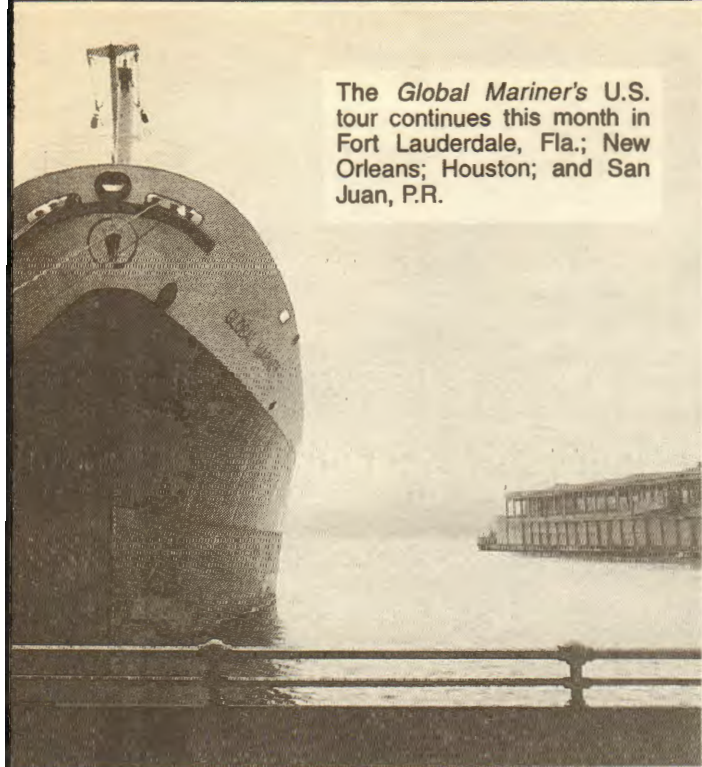
Lisa Clark, secretary at the SIU Baltimore hall, brought her family aboard the ship. Pictured with Clark are her husband, Harry, and sons Harry III (front) and Walter.



Discussing the exhibits are MarAd Associate Administrator Bruce Carlton (left) and Paul Hall Center Vocational Education Director Bill Eglinton.



John Fay (center), SIU executive vice president and chairman of the ITF's Seafarers' Section, poses with Lundeberg School students Vilas Keith (left) and Justin Vonsprecken.



The *Global Mariner's* U.S. tour continues this month in Fort Lauderdale, Fla.; New Orleans; Houston; and San Juan, P.R.

## MarAd's Hart Impressed with ITF Ship's Presentation

"Very impressive" were the first words used by U.S. Maritime Administrator Clyde Hart after he toured the ITF exhibition ship *Global Mariner* in Baltimore on October 19.

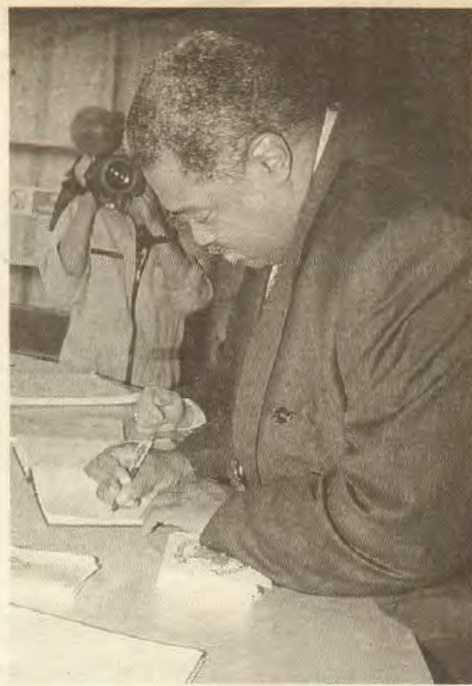
"The pictures speak for themselves," he added following an hour-long guided tour of the ship, which features photos, videos and other material demonstrating the dangers faced by foreign seamen aboard runaway-flag vessels.

Along with several members of his staff from the Maritime Administration (MarAd), Hart stopped to view each exhibit and read the comments provided. He stated he was particularly moved by the photos of mariners injured aboard runaway-flag vessels who were denied medical treatment.

"This is a graphic demonstration of what unscrupulous flag-of-convenience ships can do to people," Hart said. "It is necessary to have people like the ITF to police these situations and work to stop them."

Although Hart has dealt extensively with the maritime industry prior to becoming the head of MarAd in August, he said the knowledge he gained from his tour of the *Global Mariner* will support him as he stands up for the U.S.-flag merchant fleet.

"This shows why we need a strong U.S. merchant marine that's trained, efficient and dedicated to safety. This [exhibit] will help as we go about working for needed changes."



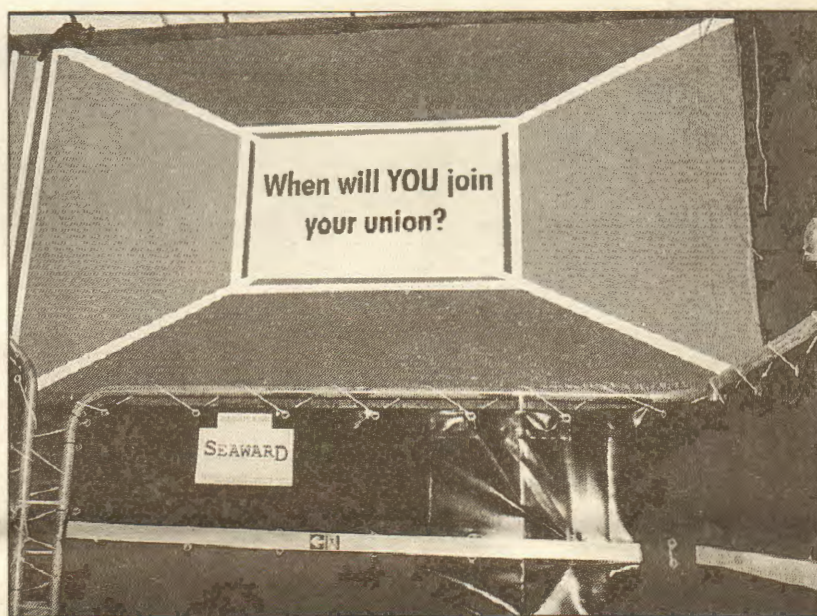
U.S. Maritime Administrator Clyde Hart signs the guest book as he boards the *Global Mariner* in Baltimore.

Top 7 Maritime Nations Now

Country	Number of Vessels (ships of 1,000 gt and over)
Panama	4,234
Liberia	2,811
China	1,715
Spain	1,441
Costa Rica	1,354
Mexico	1,315
Bahamas	1,120

Top 7 Ownership Nations Now

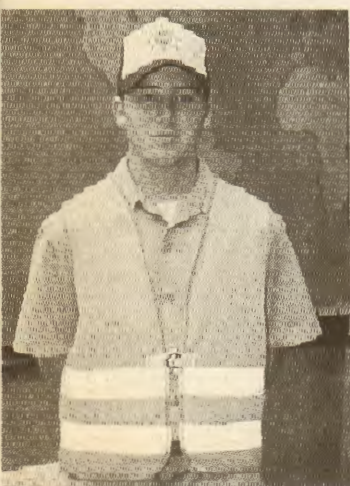
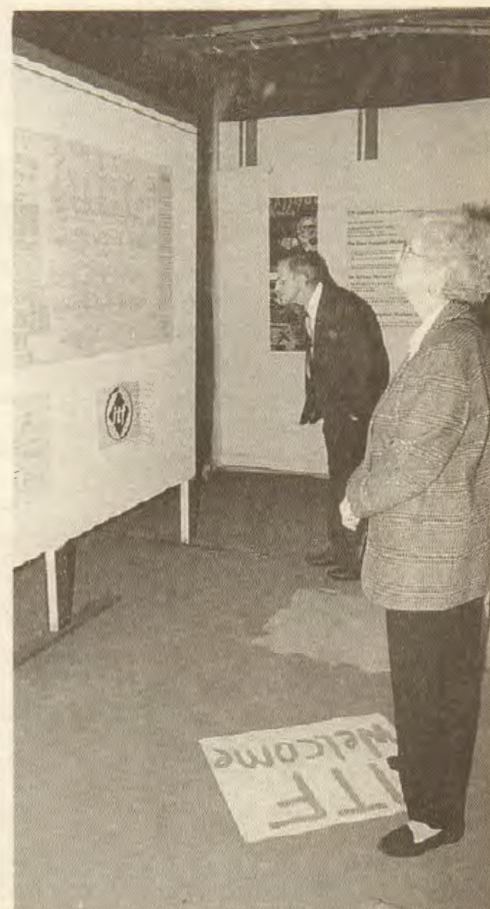
Country	Number of Vessels (ships of 1,000 gt and over)
Greece	2,915
Russian Federation	2,834
Japan	2,751
China	1,972
Germany	1,462
Norway	1,404
United States	1,214



runaway-  
injured by



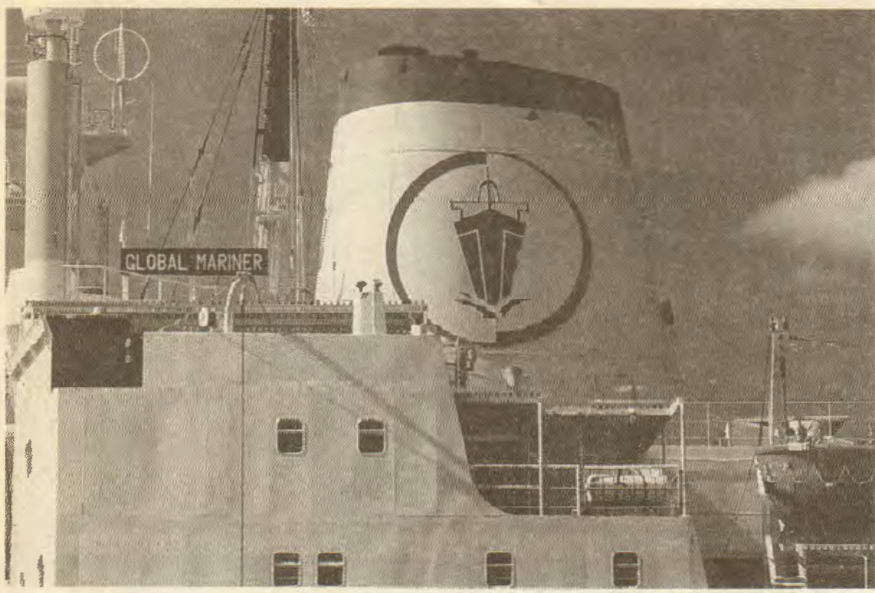
Taking part in a shipboard tour in Baltimore are (from left) Woody Forwood, representing Baltimore Mayor Kurt Schmoke, John Jefferies and John O'Connor, both from the Maryland Labor, Licensing and Regulation Dept.



Philip Noto (left photo) and Joshua Davenport help direct visitors.



Continued on page 14



## SIU Members Embrace ITF's Powerful Message

### Ship Stirs Strong Reactions from Seafarers

Dozens of students from the Paul Hall Center for Maritime Training and Education took a field trip October 16 to visit the ITF's *Global Mariner* in Baltimore.

Some of the Seafarers already were familiar with the ITF's work, while others were less acquainted with it. But they all agreed that the exhibition ship is a worthwhile, eye-opening experience, albeit a somber one.

"What really stands out are the pictures of the crewmen, close up. Their appearance really sticks with you," stated Glen Wilkerson, who is enrolled in the FOWT course. "When you see ships in bad shape, that's one thing. But when you see people in bad shape, that's another. To me, sailing on those runaway-flag ships is pretty close to going to a graveyard. It's a pitiful mess."

Levi Rollins, also taking the FOWT class, said he hopes the *Global Mariner* will continue attracting visitors from all walks of life, rather than only people from the maritime industry.

"It's a very enlightening exhibit, and it's important to people all around the world," noted Rollins. "This isn't just about American-flag vessels or American mariners. Flag-of-convenience shipping hurts people everywhere."

Understandably, Unlicensed Apprentices Misti Thornbrugh and Vargas Rodriguez still are learning the basics about runaway-flag shipping and the ITF's campaign against it. However, they said the *Global*

*Mariner* quickly and vividly enhanced their education.

"This is only my second week in the program, but I learned a lot from this ship," said Thornbrugh. "It's amazing that FOCs basically don't have any rules and regulations for their ships. People get hurt all the time on those ships, and everything's dirty on them."

Rodriguez, while acknowledging the importance of the ITF campaign, said the *Global Mariner's* exhibits heightened his appreciation for the employment opportunities available for SIU members. "Seeing the FOCs makes you want to sail on a good ship, that's for sure," he stated.

Students weren't the only people who learned from the visit. Steward department instructor Shannon Twigg, after viewing the displays, described runaway-flag shipping as "a travesty. You would think in this modern day, such things wouldn't happen.... I'm glad the ITF put this together and is giving it worldwide exposure. We need to get the message to as many people as we can."

Wilkerson agreed, and called on America's lawmakers to turn their attention to this multi-billion dollar industry.

"When you look at the extent of runaway-flag shipping, I believe the U.S. government, as a whole, can and should do a lot more to correct it," he declared. "It's not right that some shipowners don't have to follow the rules and pay their fair share."

## Global Mariner Crew Already Knew About FOC Shipping

New Zealander Glen Anderson knew plenty about runaway-flag shipping long before he signed aboard the ITF's *Global Mariner* as an AB.

"I lost my job because of flag-of-convenience companies," he recalled. "The company I'd worked for lost six ships directly as a result of FOCs."

Anderson in many ways typifies the crew members working aboard the *Global Mariner* as the ship continues the North American segment of its 18-month worldwide voyage. He supports the ITF campaign against runaway-flag shipping, and that is one reason he applied for a job on the *Global Mariner*.

The other reason is equally practical: He needed the work. And even though the *Global Mariner's* cargo is the exhibition, it is a working ship.

"FOCs are wiping us out in New Zealand," added Anderson. "It's a bit like slavery, isn't it? And yet, because of them, we have no young people coming through (entering the industry). The youngest are maybe 35."

"New Zealand exports a lot, but our people only man vessels that carry not even 10 percent of those exports."

Similarly, Third Officer Brigitte Weiler understands the depth of the runaway-flag issue. "The German ÖTV (national transportation union) has publicized this problem a lot, and that's why I applied for the job," she stated. "The public lives away from the sea, of course, but their awareness must be

increased.... I want people to be shocked at this exhibit. Maybe not maritime union members, because they already know, but the general public."

Captain Geoff Fowler acknowledged that, at first, the nature of the *Global Mariner's* voyage almost seemed incidental to him. "But once I joined the ship, I got into the spirit. Once you see the exhibits, you naturally become more interested and aware."

Perhaps more than most of his fellow crew members, QMED Mohd Basheer appreciates the contrast between the *Global Mariner* as a working vessel and runaway-flag ships. Basheer has firsthand experience aboard FOCs.

"Yeah, sure, the exhibits you see here are exactly what happens on those ships," Basheer said. "Anyone sending the message against FOC is blacklisted. Manning agencies don't like that, when you talk about ITF or against FOC. Many problems."

Paul McGee is the exhibit manager aboard the *Global Mariner*. He points out that although "shock" has been the most common reaction among guests, "that is followed by people saying, 'What can we do?' The thing we want people to do is join the union."

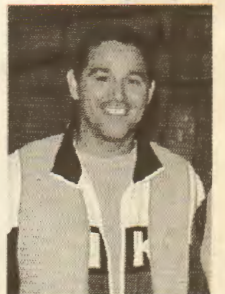
He added that the ITF's fight against runaway-flag shipping "is part of a wider campaign against globalization. When industry becomes global, unions must be global."



Mohd Basheer (above) and Glen Anderson (below), currently composing part of the ITF *Global Mariner* crew, are among the many mariners who have been hurt by runaway-flag shipping.



Seafarers gather around the union's display on the *Global Mariner*. Pictured from left to right are Chief Cook Charlie DiCanio, Patrolman Jack Caffey Jr., AB Jimmy Niotis, Bosun Tom Soresi, SIU VP Atlantic Coast Jack Caffey, Bosun Ed Doruth and Bosun John Natoli.



AB Louis Morales serves as a guide aboard the ship in New York.



### Upcoming U.S. Dates for the ITF's Global Mariner

Port	Dates
Fort Lauderdale, Fla.	October 27-November 2
New Orleans	November 4-8
Houston	November 9-12
San Juan, P.R.	November 23-26

West Coast visits will occur in spring 1999. The *Seafarers LOG* will print these dates when they become available.

For more information about the ITF *Global Mariner*, check <http://www.itf-ship.org/>



# Dispatchers' Report for Deep Sea

SEPTEMBER 16 — OCTOBER 15, 1998

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
	<b>DECK DEPARTMENT</b>									
New York	28	18	7	21	10	8	10	46	30	5
Philadelphia	4	3	5	4	3	4	0	7	3	4
Baltimore	4	4	3	5	5	2	0	6	6	2
Norfolk	7	21	8	17	16	7	9	13	18	6
Mobile	16	9	6	11	9	3	1	23	11	4
New Orleans	16	13	14	19	7	5	3	25	17	15
Jacksonville	32	11	9	31	14	9	9	45	18	7
San Francisco	18	12	3	13	12	3	9	33	11	2
Wilmington	17	11	7	18	8	3	10	44	20	13
Tacoma	26	14	2	27	7	2	11	44	16	3
Puerto Rico	8	3	6	8	2	3	4	14	5	5
Honolulu	8	9	4	8	6	3	4	10	14	8
Houston	24	9	6	23	10	6	5	39	15	6
St. Louis	2	0	3	2	0	2	0	1	1	4
Piney Point	1	1	2	3	2	0	0	1	5	2
Algonac	0	0	0	0	1	1	0	1	0	0
<b>Totals</b>	<b>211</b>	<b>138</b>	<b>85</b>	<b>210</b>	<b>112</b>	<b>61</b>	<b>75</b>	<b>352</b>	<b>190</b>	<b>86</b>

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
	<b>ENGINE DEPARTMENT</b>									
New York	15	8	1	8	7	2	3	25	14	2
Philadelphia	1	2	1	2	2	1	0	4	1	1
Baltimore	5	6	2	1	6	2	3	6	4	1
Norfolk	4	10	4	6	10	3	1	10	8	3
Mobile	7	3	1	5	4	0	0	14	7	1
New Orleans	2	5	3	3	6	2	1	7	9	2
Jacksonville	23	13	1	17	12	2	3	31	12	3
San Francisco	10	9	4	6	6	1	3	13	13	4
Wilmington	5	9	2	9	11	2	3	8	7	2
Tacoma	10	5	1	10	8	2	4	16	6	1
Puerto Rico	1	5	2	5	2	2	0	5	7	1
Honolulu	5	11	6	4	7	4	4	8	7	4
Houston	19	4	2	14	7	1	6	25	6	3
St. Louis	0	1	1	0	1	1	0	1	1	0
Piney Point	1	7	0	1	2	1	1	1	8	0
Algonac	1	0	0	1	0	0	0	0	0	0
<b>Totals</b>	<b>109</b>	<b>98</b>	<b>31</b>	<b>92</b>	<b>91</b>	<b>26</b>	<b>32</b>	<b>174</b>	<b>110</b>	<b>28</b>

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
	<b>STEWARD DEPARTMENT</b>									
New York	12	9	0	10	4	0	8	18	14	0
Philadelphia	3	0	0	3	0	1	4	4	1	0
Baltimore	3	3	0	3	0	0	1	3	3	0
Norfolk	5	5	3	6	6	1	4	13	5	3
Mobile	5	2	0	5	3	0	1	13	2	0
New Orleans	7	6	1	5	2	0	2	10	9	3
Jacksonville	25	4	3	16	8	1	9	30	8	3
San Francisco	33	6	0	23	3	0	10	49	8	0
Wilmington	19	3	2	12	3	0	5	27	5	2
Tacoma	16	0	0	13	2	0	5	32	5	0
Puerto Rico	1	0	0	1	2	0	0	3	0	0
Honolulu	11	5	6	4	3	6	6	18	7	9
Houston	6	4	0	12	7	0	6	10	4	0
St. Louis	2	0	0	2	0	0	0	3	0	1
Piney Point	1	2	0	0	4	1	0	4	3	1
Algonac	1	1	0	0	1	0	0	1	0	0
<b>Totals</b>	<b>150</b>	<b>50</b>	<b>15</b>	<b>115</b>	<b>48</b>	<b>10</b>	<b>61</b>	<b>238</b>	<b>74</b>	<b>22</b>

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
	<b>ENTRY DEPARTMENT</b>									
New York	5	29	12	4	17	10	0	11	42	27
Philadelphia	0	1	1	0	2	0	0	0	1	1
Baltimore	1	2	2	0	1	1	0	1	3	2
Norfolk	0	7	9	0	9	8	0	4	14	13
Mobile	0	11	3	1	8	2	0	1	13	4
New Orleans	4	16	6	0	6	6	0	5	18	10
Jacksonville	2	17	9	2	13	4	0	4	30	15
San Francisco	11	19	4	8	16	3	0	18	21	5
Wilmington	5	10	5	5	7	2	0	9	20	9
Tacoma	9	2	2	5	4	3	0	17	10	3
Puerto Rico	2	2	5	2	1	4	0	10	6	5
Honolulu	7	36	64	4	30	44	0	14	49	97
Houston	2	11	7	0	10	1	0	3	12	14
St. Louis	0	0	1	0	0	1	0	0	2	1
Piney Point	2	21	19	0	14	15	0	3	17	22
Algonac	0	0	0	1	0	0	0	0	1	1
<b>Totals</b>	<b>50</b>	<b>184</b>	<b>149</b>	<b>32</b>	<b>138</b>	<b>104</b>	<b>0</b>	<b>100</b>	<b>259</b>	<b>229</b>

<b>Totals All Departments</b>	<b>520</b>	<b>470</b>	<b>280</b>	<b>449</b>	<b>389</b>	<b>201</b>	<b>168</b>	<b>864</b>	<b>633</b>	<b>365</b>
-------------------------------	------------	------------	------------	------------	------------	------------	------------	------------	------------	------------

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

## December 1998 & January 1999 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point .....Monday: December 7, January 4  
 Algonac .....Friday: December 11, January 8  
 Baltimore .....Thursday: December 10, January 7  
 Duluth .....Wednesday: December 16, January 13  
 Honolulu .....Friday: December 18, January 15  
 Houston .....Monday: December 14, January 11  
 Jacksonville .....Thursday: December 10, January 7  
 Jersey City .....Wednesday: December 23, January 20  
 Mobile .....Wednesday: December 16, January 13  
 New Bedford .....Tuesday: December 22, January 19  
 New Orleans .....Tuesday: December 15, January 12  
 New York .....Tuesday: December 8, January 5  
 Norfolk .....Thursday: December 10, January 7  
 Philadelphia .....Wednesday: December 9, January 6  
 San Francisco .....Thursday: December 17, January 14  
 San Juan .....Thursday: December 10, January 7  
 St. Louis .....Friday: December 18, January 15  
 Tacoma .....Monday: December 28\*,  
 Friday: January 22  
*\*change created by Christmas holiday*  
 Wilmington .....Monday: December 21,  
 Tuesday: January 19\*  
*\*change created by Martin Luther King's birthday*

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

## Personals

### LEON "BUCKY" FOUNTAIN

Your old friend, Bob Hess, would like to hear from you. Please write to: Robert S. Hess, P.O. Box 840045, St. Augustine, FL 32084.

### ERIC HOAG

Please contact Linda O'Brien at (904) 855-0321 or write her at 1149 E. Fromage Circle, Jacksonville, FL 32225-4499.

### HERMAN ROGGE

Please contact your shipmate from the 1950s, William Parks, at 4232 Rachel Ave., Port Arthur, TX 77642.

## LOG-A-RHYTHM

### Ascension

by Pamala Hagler

And if I go while you're still here . . .  
 Know that I live on, vibrating to a different measure,  
 Behind a thin veil you cannot see through.  
 You will not see me, so you must have faith.  
 I wait for the time when we can  
 Soar together again — both aware of each other.  
 Until then, live your life to its fullest.  
 And when you need me,  
 Just whisper my name in your heart.  
 I will be there.

Pamala Hagler, who sails from the port of Mobile, Ala., wrote this poem while attending upgrading classes at the Lundeberg School in Piney Point, Md.

**Seafarers International Union  
Directory**

Michael Sacco  
President

John Fay  
Executive Vice President

David Heindel  
Secretary-Treasurer

Augustin Tellez  
Vice President Contracts

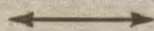
Roy A. "Buck" Mercer  
Vice President Government Services

Jack Caffey  
Vice President Atlantic Coast

Byron Kelley  
Vice President Lakes and Inland Waters

Dean Corgey  
Vice President Gulf Coast

Nick Marrone  
Vice President West Coast



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

**Dispatchers' Report for Great Lakes**

SEPTEMBER 16 — OCTOBER 15, 1998

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
<b>DECK DEPARTMENT</b>									
Algonac	0	33	13	0	16	6	0	17	7
<b>ENGINE DEPARTMENT</b>									
Algonac	0	20	7	0	11	1	0	9	6
<b>STEWARD DEPARTMENT</b>									
Algonac	0	5	3	0	1	0	0	4	3
<b>ENTRY DEPARTMENT</b>									
Algonac	0	27	19	0	11	9	0	16	10
<b>Totals All Depts</b>	<b>0</b>	<b>85</b>	<b>42</b>	<b>0</b>	<b>39</b>	<b>16</b>	<b>0</b>	<b>46</b>	<b>26</b>

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

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

**Dispatchers' Report for Inland Waters**

SEPTEMBER 16 — OCTOBER 15, 1998

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	2	3	1	2	3	6	7	4	14
Lakes, Inland Waters	24	0	0	11	0	0	38	0	0
West Coast	2	1	2	9	0	3	6	3	7
<b>Totals</b>	<b>28</b>	<b>4</b>	<b>3</b>	<b>22</b>	<b>3</b>	<b>9</b>	<b>51</b>	<b>7</b>	<b>21</b>
<b>ENGINE DEPARTMENT</b>									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	1	1	1	1	0	1	0	1	3
Lakes, Inland Waters	20	0	0	13	0	0	13	0	0
West Coast	0	0	0	0	0	0	0	0	0
<b>Totals</b>	<b>21</b>	<b>1</b>	<b>1</b>	<b>14</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>1</b>	<b>3</b>
<b>STEWARD DEPARTMENT</b>									
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	13	0	0	6	0	0	14	0	0
West Coast	0	0	2	0	0	3	0	0	5
<b>Totals</b>	<b>13</b>	<b>0</b>	<b>2</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>14</b>	<b>0</b>	<b>5</b>
<b>Totals All Depts</b>	<b>62</b>	<b>5</b>	<b>6</b>	<b>42</b>	<b>3</b>	<b>13</b>	<b>78</b>	<b>8</b>	<b>29</b>

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

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

**PIC-FROM-THE-PAST**



This photo was taken in the port of New York some time in the 1960s. Sent to the *Seafarers LOG* by SIU Representative Victor Nuñez, it shows one of the union's first lifeboat classes. The tallest man in the back row is William Doak, a former union official who died recently. Also in the back row, second in from the right, is Pensioner Osvaldo Rios. The second person from the left in the front row is Angel O'Neill. Brother O'Neill still sails in the steward department as a steward assistant. 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.

Three recertified bosuns are among the 22 Seafarers announcing their retirements this month.

Representing 115 combined years of active union membership, Recertified Bosuns Elex Cary Jr., Perry H. Greenwood and Antonios M. Trikoglou are graduates of the highest level of training available to members in the deck department at the Lundeberg School in Piney Point, Md.

Including the three recertified graduates, 11 of those signing off sailed in the deep sea division, six worked on the inland waterways, three plied the Great Lakes, one sailed as a commercial fisherman, and one worked in the railroad marine division.

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

### DEEP SEA



**MOHAMED S. ABDULLAH**, 65, joined the SIU in 1969 in the port of San Francisco. Born in Yemen, he worked in the engine department, fast sailing aboard a Sea-Land Service vessel. Brother Abdullah calls Vallejo, Calif. home.

**ROBERT G. ALVISO**, 65, graduated from the Marine Cooks & Stewards (MC&S) training school in 1964 and joined the MC&S in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). He sailed in the steward department and upgraded his skills at the Lundeberg School in Piney Point, Md. Brother Alviso last sailed aboard the *Manukai*, operated by Matson Navigation. The California native makes his home in Santa Rosa.

**JOHN L. ARVANITES**, 65, first sailed with the Seafarers in 1959 in the port of New York aboard the *Orion Comet*, a Colonial Steamship Corp. vessel. Born in Greece, he sailed in the steward department



and upgraded his skills at the Lundeberg School. Brother Arvanites last sailed aboard the *Overseas Philadelphia* as a chief cook. He has retired to Houston.



**RUSSELL A. BELL** graduated from the MC&S training school in 1964 and joined the MC&S before that union

merged with the SIU's AGLIWD. During his career, he sailed from the port of San Francisco aboard vessels operated by American President Lines and Matson Navigation. He is a veteran of World War II, having served in the U.S. Army from 1941 to 1945. A native of California, Brother Bell resides in San Francisco.

**ELEX CARY JR.**, 65, graduated from the Lundeberg School's entry level training program in 1966 and joined the



Seafarers in the port of San Francisco. His first ship was the *Mt. Vernon Victory*. Born in Louisiana, he sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1987. Prior to his retirement, Brother Cary signed off the *Sea-Land Enterprise*. From 1955 to 1957, he served in the U.S. Army. He makes his home in Milpitas, Calif.



**PERRY H. GREENWOOD**, 65, started his career with the SIU in 1950 aboard the *Calmar*. He sailed in the

deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1973. Brother Greenwood last sailed aboard the *Sea-Land Reliance*. The Washington native has retired to Mountlake Terrace.

**CHARLES D. HOWELL**, 53, graduated from the Andrew

Furuseth Training School in 1964 and joined the Seafarers in the port of New York. His first ship was the *Mount Washington*. The Alabama native sailed in the deck department and upgraded at the Lundeberg School. Brother Howell last sailed aboard the *Sea-Land Endurance*. He has retired to Columbus, Miss.



**HARVEY W. MILLS**, 61, first sailed with the SIU in 1967. Brother Mills worked as a member of the deck department.

He last sailed aboard the *Sea-Land Quality*. From 1955 to 1957, he served in the U.S. Army and from 1957 to 1961, he served in the U.S. Navy. The Kentucky native makes his home in Manchester.

**PLURINSUS ORDANSA**, 65, began sailing with the Seafarers in 1966 from the port of Baltimore, aboard the *Petrochem*, a Valentine Chemical Carriers vessel. Born in Hawaii, he worked in the steward department, last sailing in 1992 aboard the *Baltimore*, operated by Sea-Land Service. Brother Ordansa calls Glen Burnie, Md. home.



**MARVIN E. SMITHERMAN**, 70, joined the MC&S in 1975, before that union merged with the SIU's AGLIWD. He last sailed aboard a Crowley Maritime vessel. The Alabama native served in the U.S. Navy from 1952 to 1956. Brother Smitherman calls Tuscaloosa, Ala. home.



**ANTONIOS M. TRIKOGLOU**, 65, graduated from the Andrew Furuseth Training School in 1963 and

joined the Seafarers in the port of Baltimore. Born in Greece, he sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1985. Brother Trikoglou last sailed aboard the *Cape Washington*, operated by American Overseas Marine Corp. He resides in Baltimore.

### INLAND

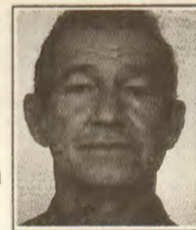
**JAMES A. BOURQUE**, 62, first sailed with the SIU in 1967. He worked in the deck department and upgraded his skills at the Lundeberg School. Boatman Bourque last sailed as a captain aboard the *Dixie Courage*. The Louisiana native served in the U.S. Marine Corps from 1958 to 1965. He has retired to Ville Platte, La.



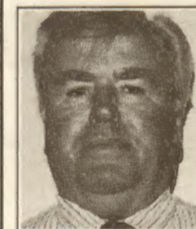
**CLORA D. DOOM**, 67, joined the SIU in 1987 in the port of St. Louis. Sister Doom worked in the steward department,

last sailing aboard an Orgulf Transportation Co. vessel. A native of Kentucky, she makes her home in Paducah.

**VITALIANO R. MALDONADO**, 63, first sailed with the Seafarers in 1978. Boatman Maldonado started in the steward department and later transferred to the deck department. He upgraded at the



Lundeberg School, where he graduated from the Towboat Operator Scholarship Program in 1984. He last sailed in 1993 aboard a Crowley Towing & Transportation vessel. From 1958 to 1960, he served in the U.S. Army. A native of Puerto Rico, he makes his home in Catano.



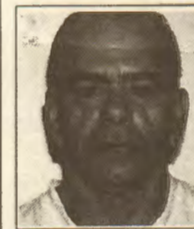
**FRANCIS T. O'NEILL**, 65, began sailing with the SIU in 1957 from the port of Philadelphia. A native of Pennsylvania,

he sailed in the deck department and upgraded at the Lundeberg School. Boatman O'Neill last sailed as a captain aboard the *Eric M. McAllister*. From 1952 to 1955, he served in the U.S. Coast Guard. He resides in West Chester, Pa.

**RONALD J. RIGGINS**, 62, joined the Seafarers in 1981 in the port of Houston. He worked in the



engine department, last sailing aboard the *John Moran*, operated by Moran Towing Co. The Florida native served in the U.S. Coast Guard from 1955 to 1975. Boatman Riggins makes his home in Huntington, Texas.

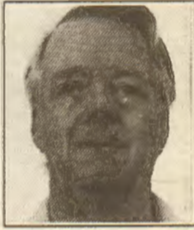


**EMERITO RIVERA**, 62, started his career with the Seafarers in 1976 in Puerto Rico. Boatman Rivera sailed as a captain

and upgraded his skills at the Lundeberg School. He signed off the *Seminole* in 1997, a Crowley Towing & Transportation vessel. A native of Puerto Rico, he has retired to Levittown.

### GREAT LAKES

**JOHN A. KELLEY**, 65, started his career with the Seafarers in 1977 in the port of Frankfort, Mich. Born in



Illinois, he sailed in the engine department and upgraded his skills at the Lundeberg School. Brother Kelley last sailed in 1993 aboard the *Challenger*, a Cement Transit Co. vessel. He makes his home in Sanderson, Fla.



**CLARK J. KING**, 64, joined the SIU in 1961 in the port of Chicago. Brother King worked in the deck department,

last sailing aboard an OLS Transport vessel. The Michigan native has retired to Sault Ste. Marie.

**ROBERT R. WILLIAMSON**, 62, first sailed with the Seafarers in 1959 as a member of the deck department. The Wisconsin native signed off the Great Lakes Towing Co. tug *Washington* in 1987. From 1956 to 1959, he served in the U.S. Army. Brother Williamson makes his home in Milwaukee.

### ATLANTIC FISHERMAN

**JOSEPH GIACALONE**, 64, joined the Atlantic Fishermen's Union in 1952 in the port of Gloucester, Mass., before it merged with the AGLIWD in 1981. A native of Massachusetts, he sailed as a captain. Brother Giacalone makes his home in Gloucester.

### RAILROAD MARINE

**ARCHIE B. OWENS**, 62, started sailing with the Seafarers in 1961 in the port of Norfolk, Va. The Virginia native sailed in the deck department. Brother Owens has retired to Hudgins, Va.



## MC&S Retirees Enjoy Annual Picnic



San Bruno Park, located near San Francisco, was the site for this year's annual Marine Cooks and Stewards (MC&S) picnic, with the event taking place September 13. Retired SIU Vice President West Coast George McCartney (pictured in both photos above) reported a good turnout and "a very enjoyable day. The company was great, and of course this is one group that knows how to cook a meal." Pictured with McCartney in the left photo is MC&S retiree Freddie Vidal. Shown in the other photo is MC&S pensioner Charlie ("Chino") Simpson.

# Final Departures

## DEEP SEA

### ROBERT O. ADAMS



Pensioner Robert O. Adams, 71, passed away September 12. A native of California, he joined the Seafarers in 1969 in the port of San Francisco. Brother Adams sailed in the steward department and upgraded at the Lundeberg School in Piney Point, Md., where he graduated from the steward recertification program in 1985. Prior to his retirement in April 1992, he signed off the *LNG Libra*, operated by Energy Transportation Corp. He was a veteran of World War II, having served in the U.S. Navy from 1941 to 1946. Brother Adams was a resident of Madras, Ore.

### MARION J. AKINS



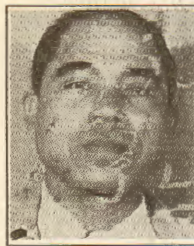
Pensioner Marion J. Akins, 88, died August 6. Brother Akins started his career with the SIU in 1944 in the port of Tampa, Fla. The

Georgia native sailed in the deck department. From 1932 to 1936, he served in the U.S. Navy. A resident of Nashville, Ga, he began receiving his pension in April 1975.

### EUGENE BAKER

Pensioner Eugene Baker, 92, passed away May 13. Born in Ohio, he joined the Marine Cooks & Stewards (MC&S) in 1945 in the port of Seattle, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Baker was a resident of Seattle and retired in October 1970.

### RECARDO BARCELONA



Pensioner Recardo Barcelona, 94, died August 21. He began his career with the Seafarers as a charter member, having joined the union in

December 1938 in the port of New York. Born in the Philippines, he sailed in the deck department and was active in union organizing drives. Brother Barcelona resided in Santurce, P.R. and began receiving his pension in December 1968.

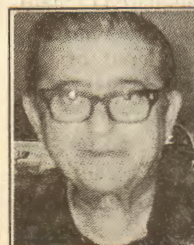
### CLARENCE W. BENJAMIN



Pensioner Clarence W. Benjamin, 76, passed away July 19. A native of Texas, he started his career with the MC&S in 1943, before that

union merged with the SIU's AGLIWD. The Dallas resident retired in December 1972.

### BENITO M. BIANCHINI



Pensioner Benito M. Bianchini, 68, died August 19. Brother Bianchini joined the MC&S in 1952 in the port of San Francisco, before that union merged with the

SIU's AGLIWD. He also was a graduate of the MC&S training school. The California native lived in San Francisco and began receiving his pension in January 1997.

### CHARLES F. BOYLE



Pensioner Charles F. Boyle, 72, passed away September 8. He started his career with the Seafarers in 1951 in his native New

York. Brother Boyle sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1975. During his career, he was active in union organizing drives. From 1944 to 1946, he served in the U.S. Navy. A resident of New Orleans, Brother Boyle retired in May 1992.

### IVERSON BURNS



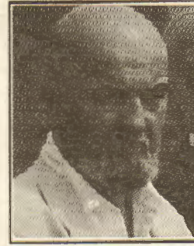
Pensioner Iverson Burns, 77, died May 27. Brother Burns began his career with the MC&S in 1947 from the port of San Francisco, before that

union merged with the SIU's AGLIWD. He resided in Los Angeles and began receiving his pension in December 1977.

### GERMAN CASTRO

Pensioner German Castro, 76, passed away September 12. He joined the MC&S before that union merged with the SIU's AGLIWD. A resident of Rio Piedras, P.R., Brother Castro retired in June 1975.

### ROBERT J. "BOBBY" CLINTON



Robert J. "Bobby" Clinton, 65, passed away August 24. A native of New York, he began his career with the Seafarers in 1988 working at

the Lundeberg School. During his career, he served as assistant to the vice president of the school. After leaving the facility, he sailed in the deck department, primarily aboard vessels operated by Sea-Land Service. During the Korean War, he served in the U.S. Army. He was a resident of Federal Way, Wash.

### ERNESTO CORTES



Pensioner Ernesto Cortes, 84, died August 24. A native of Puerto Rico, he was a charter member of the Seafarers, having joined the union in

November 1938 in the port of New York. During his career, he sailed in the deck department and was active in union organizing drives. Brother Cortes started receiving his pension in September 1976.

### MARK W. DAVIS



Mark W. Davis, 42, passed away September 9. Born in Texas, he started his career with the SIU in 1972 in the port of Houston.

Brother Davis started out in the steward department and later transferred to the deck department. He upgraded at the Lundeberg School and graduated from the bosun recertification program there in 1987. He was a resident of Wilmington, Calif.

### ADRIAN E. DELANEY



Adrian E. Delaney, 60, died August 29. He graduated from the MC&S training school in 1968 and joined the MC&S in the port of San

Francisco, before that union merged with the SIU's AGLIWD. The Massachusetts native upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1980. Brother Delaney was a resident of Cottonwood, Calif.

### SIMON J. DEZEE



Pensioner Simon J. Dezee, 83, passed away July 14. Born in Holland, he started his career with the Seafarers in 1944 in the port of New York.

Brother Dezee sailed in the steward department and began receiving his pension in August 1980. He was a resident of Sunnyvale, Calif.

### CARLOS M. DIAZ



Pensioner Carlos M. Diaz, 76, died August 19. A native of Puerto Rico, he joined the SIU in 1944 in the port of New York. Brother Diaz sailed in

the steward department and upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1980. A resident of Tomarac, Calif., he retired in July 1985.

### PRIMO F. FERNANDEZ



Pensioner Primo F. Fernandez, 81, passed away June 27. Brother Fernandez started his career with the Seafarers in

1941 in the port of New York. He sailed in the deck department and started receiving his pension in December 1981. A native of Puerto Rico, he was a resident of Cabo Rojo.

### CHARLES L. GARD

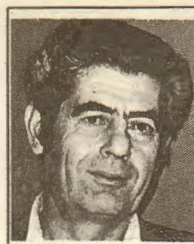


Pensioner Charles L. Gard, 71, died August 15. He joined the SIU in 1969 in the port of Yokohama, Japan. Born in Oklahoma, he

sailed in the engine department and upgraded at the Lundeberg School. From 1946 to 1954, he served in the U.S. Navy. A resident of Yuma, Ariz., he began receiving his pension in February 1987.

### IOANNIS S. GIANNIOTIS

Pensioner Ioannis S. Gianniotis, 75, passed away August 22. Born in Greece, he began sailing with the Seafarers in 1951 from the port of



Norfolk, Va. Brother Gianniotis worked in the deck department and upgraded at the Lundeberg School, where he graduated

from the bosun recertification program in 1975. Prior to his retirement in February 1978, he signed off the *Brooklyn*, a Westchester Marine vessel. During his career, he was active in union organizing drives. Brother Gianniotis was a resident of Lefkada, Greece.

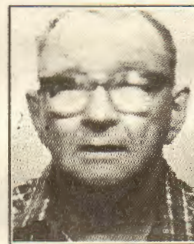
### PAUL J. GONCALVES



Pensioner Paul J. Goncalves, 71, died June 22. A native of Philadelphia, he first sailed with the SIU in 1945 aboard the

*Cornelius Harnett*. Brother Goncalves worked in the engine department, last sailing on the *Westward Venture*. From 1950 to 1953, he served in the U.S. Army. A resident of Houston, he began receiving his pension in February 1992.

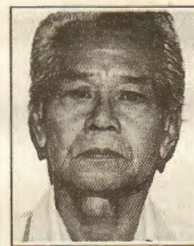
### ALBERT C. HENKE



Pensioner Albert C. Henke, 77, passed away September 16. He joined the Seafarers in 1957 in the port of Philadelphia. The Michigan

native sailed as a member of the engine department and retired in December 1982. He was a veteran of World War II, having served in the U.S. Army from 1942 to 1943. Brother Henke was a resident of Eastpointe, Mich.

### DANTE V. JANOLO



Pensioner Dante V. Janolo, 69, died September 9. Brother Janolo began sailing with the SIU in 1966 from the port of Wilmington, Calif., aboard

the *Fairisle*, operated by Panoceanic Tankers Corp. Born in the Philippines, he worked in the deck department, last sailing in 1986 aboard the *Independence*, an American Hawaii Cruises vessel. A resident of Orlando, Fla., he started receiving his pension in October 1994.

### MATHEW JONES



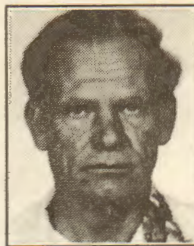
Pensioner Mathew Jones, 82, passed away September 1. Born in Louisiana, he joined the MC&S in 1959 in the port of New Orleans,

before that union merged with the SIU's AGLIWD. Brother Jones was a resident of Altadena, Calif. and retired in July 1981.

### RONALD L. KARNS

Pensioner Ronald L. Karns, 73, died September 5. A native of Pennsylvania, he started his career with the Seafarers in 1946 in the port of New York. Brother Karns sailed in the engine department and began receiving his pension in January 1974. He was a resident of Metairie, La.

### JOHN W. KELSOE



Pensioner John W. Kelsoe, 66, passed away July 17. He began sailing with the SIU in 1951 from the port of Mobile, Ala., aboard the

*Beauregard*, operated by Waterman Steamship Corp. The Alabama native started out in the steward department and later transferred to the deck department. He upgraded at the Lundeberg School and graduated from the bosun recertification program in 1984. Brother Kelsoe lived in Georgiana, Ala. and retired in February 1992. From 1953 to 1955, he served in the U.S. Army.

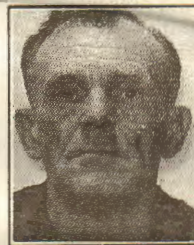
### TOROLF J. KISMUL



Pensioner Torolf, J. Kismul, 81, died September 7. Brother Kismul joined the Seafarers in 1949 in the port of New York. Born in Nor-

way, he sailed in the deck department and started receiving his pension in June 1969. He was a resident of Spokane, Wash.

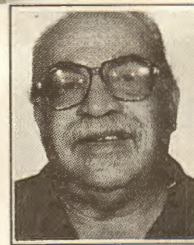
### JOSEPH A. LARITY



Pensioner Joseph A. Larity, 82, passed away July 15. Brother Larity first sailed with the SIU in 1961 from the port of New York

aboard the *Alcoa Pilgrim*. The New York native sailed in the steward department and retired in July 1984. During World War II, he served in the U.S. Navy from 1942 to 1945. He was a resident of Brooklyn, N.Y.

### CHARLES LaSCOLA



Pensioner Charles LaScola, 65, passed away August 30. Born in Illinois, he graduated from the Andrew Furuseth

Training School in 1963 and joined the SIU in the port of New Orleans. His first ship was the *Venore*. Brother LaScola worked in the steward department, last sailing aboard the *Overseas Vivian*. From 1950 to 1953, he served in the U.S. Army. A resident of Houston, he retired in October 1997.

### ROBERT G. LAWSON



Pensioner Robert G. Lawson, 58, died June 16. He graduated from the Andrew Furuseth Training School in 1964 and

joined the Seafarers in the port of Houston. The *Del Monte*, operated by Delta Steamship Co., was his first ship. A native of California, he sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1981. From 1959 to 1960, Brother Lawson served in the U.S. Marine Corps. He lived in Paducah, Texas and began receiving his pension in October 1989.

Continued on page 20

# 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.

**INTEGRITY** (Maritrans), July 30—Chairman **Rodney Roberson**, Secretary **Jeffrey N. Beasley**, Deck Delegate **Nicholas Joyce**. Chairman announced repair of VCR. Suggestion made that after 8-hour period at anchorage, launch should be provided. If none available, restriction to ship should be paid to crew members. Educational director urged all hands to take advantage of Lundeberg School programs. No beefs or disputed OT reported.

**OOCL INSPIRATION** (Sea-Land Service), July 19—Chairman **Russell F. Barrack**, Secretary **Ekow Doffoh**, Educational Director **P. Kanavos**, Deck Delegate **David Denizac**, Engine Delegate **Carlos Bonfont**, Steward Delegate **James P. O'Reilly**. Chairman thanked day men for enduring unfavorable conditions during shipyard period. He also thanked chief electrician for reorganizing ship's movie videos and Steward Doffoh for exceptional food preparation and presentation both in shipyard and during voyage. No beefs or disputed OT reported. New freezer requested for crew messhall. Next port: Charleston, S.C.

**OVERSEAS MARILYN** (Maritime Overseas Corp.), July 26—Chairman **Marcò Galliano**, Secretary **Raffaele Ascione**, Educational Director **Derrick Gates**, Deck Delegate **James A. Jones**. Ship headed to Greece for 21-day shipyard period. Crew to remain on board. As of August 1, Training Record Books (TRBs) required when registering to ship. Applications are aboard vessel for those who need them. Educational director reminded members to attend upgrading classes at Paul Hall Center in Piney Point, Md. No beefs or disputed OT reported. Two suggestions made to send to contracts department. The first: lower the age of requirement for the normal pension from 65 to 62. The second: for the welfare plan to cover the cost of prescription medicines for dependents. Next port: Siros, Greece.

**SEA-LAND RELIANCE** (Sea-Land Service), July 26—Chairman **Perry H. Greenwood**, Secretary **Gene C. Sivley**, Educational Director **Amos J. Jarmillo**, Steward Delegate **Reynaldo C. Telmo**. Chairman announced pay-off in Tacoma, Wash. and wished all crew members continued safe voyage. This is last trip for Bosun Greenwood. No beefs or disputed OT reported. New mattresses on order for all crew. Vote of thanks extended to steward department for fine job.

**AMERICAN CORMORANT** (Osprey-Acomarit), August 27—Chairman **John Mendez**, Secretary **Darryl K. Goggins**, Educational Director **E. Hantsche**, Deck Delegate **S. Hamm**, Steward Delegate **Robert A. Wright Jr.** Chairman noted receipt of movies and recommended that company send movies at least every 60 days. He stated copy of contract should be sent to ship and asked for clarifi-

cation of some items. Secretary reminded crew of necessity of applying for TRB and said he has application forms available. Educational director stressed importance of training available at Paul Hall Center. No beefs or disputed OT reported. Votes of thanks given to Chief Cook Wright for excellent job and SA **Roland Peters** for keeping areas clean. Next ports: Diego Garcia and Singapore.

**GREEN ISLAND** (Waterman), August 30—Chairman **Theodore J. Bush III**, Secretary **John Reid**, Engine Delegate **Robert Stevenson**, Steward Delegate **Mulai B. Ismail**. Chairman reported arrival in Morehead City, N.C. on or about September 5. Fresh stores will be brought on at that time. Treasurer **Woodrow Smith Jr.** announced \$70 in ship's fund. No beefs reported in any of the three departments. Some disputed OT reported by engine delegate pertaining to weekend fire and boat drill. Communications about payoffs without union officials read to members and filed. Steward department given vote of thanks for job well done, with special thanks to Brother **Robert Sutherland** for extra efforts in performance of his duties.

**HMI ASTRACHEM** (Hvide Marine), August 23—Chairman **Tom Banks**, Secretary **Juan Gonzalez**, Engine Delegate **Kevin Samuels**. Chairman announced vessel awaiting word on charter renewal by Phillips Petroleum. Current charter ends in November. Educational director advised crew to take advantage of upgrading facilities at Piney Point and make sure everyone has TRB with them when registering. No beefs or disputed OT reported. Letter from Plans Administrator **Lou Delma** read regarding questions raised at previous union meeting. Next port: Freeport, Texas

**OVERSEAS HARRIETTE** (Maritime Overseas Corp.), August 23—Chairman **Clyde C. Smith**, Secretary **George Quinn**, Educational Director **Marshall J. Sanford**, Deck Delegate **Raymond J. Nowak**, Engine Delegate **John D. Lewis**, Steward Delegate **Francisco Monsibais**. Chairman said ship will pay off in Lake Charles, La. in three days. Discussion held on incentive vacation program. Boarding patrolman requested to clarify tour of duty certificate. Educational director suggested crew attend classes at Paul Hall Center to upgrade skills. No beefs or disputed OT reported. Steward department given vote of thanks. Following payoff in Lake Charles, ship heads to Houston, Texas.

**OVERSEAS JOYCE** (Maritime Overseas), August 2—Chairman **J. O'Ferrell**, Secretary **James E. Willey**, Educational Director **Willie Slan III**, Deck Delegate **Edward King**, Steward Delegate **Carmelo Dela Cruz**. Chairman announced everything running smoothly aboard ship. Payoff scheduled for Portland, Ore.; ship then continuing to Long Beach, Calif. and Japan. Educational director encouraged crew members

to upgrade at Paul Hall Center. No beefs or disputed OT reported.

**OVERSEAS NEW ORLEANS** (Maritime Overseas), August 16—Chairman **Daniel Laitinen Jr.**, Secretary **Jonathan White**, Educational Director **John Trent**, Deck Delegate **Charles Foley**. Chairman thanked crew for good job. Discussion held on numerous topics including new firefighting school at Piney Point, moving union hall in New Orleans and upgrading at Lundeberg School every chance possible. Also talked about letter from headquarters regarding paying off ships without patrolman. No beefs or disputed OT reported. Dryers in crew laundry making squealing noise and need to be checked. Next port: Port Everglades, Fla.

**PVT FRANKLIN J. PHILLIPS** (Maersk Line), August 11—Chairman **R.M. Wiles**, Secretary **Tony E. Spain**, Educational Director **David R. Powers**, Deck Delegate **Derrick W. Hurth**, Engine Delegate **Ben Mathews**, Steward Delegate **James O. Kidd Jr.** Chairman stressed importance of safety aboard ship. He asked crew to report any safety hazards they were aware of. He also noted necessity of having TRB when registering for a ship. Educational director suggested all hands use free time wisely and take advantage of upgrading courses at Lundeberg School. No beefs or disputed OT reported. Next port: Diego Garcia.

**SEA-LAND ENDURANCE** (Sea-Land Service), August 10—Chairman **Mauro G. Gutierrez**, Secretary **Mike Fields**, Educational Director **G. Evosevich**, Deck Delegate **Jeffrey D. Mateer**, Engine Delegate **Stephen D. Walters**, Steward Delegate **Wayne Ballard**. Confirmation received from SIU Wilmington Port Agent **John Cox** that QMED and electrician are not to handle lines. Captain Becker requested that in writing. Chairman thanked steward department for good food and for keeping ship clean. He also reminded crew members to apply for TRBs because they will be required to register after August 1. Secretary noted need for second dryer in crew laundry room as well as equipment for warm weather barbecues. He also commented that air filters in many rooms and public areas are clogged and need to be changed. Educational director stated that best chance to improve one's job skills is to go to Piney Point. No beefs or disputed OT reported. Clarification requested from headquarters as to whether STCW certificates are required for unlicensed seamen who do not have lifeboat endorsement. Some members have been told 'no' by Coast Guard in Seattle. Since there is no person in movie room to refill returned movies, everyone asked to pitch in. Next ports: Long Beach, Calif.; Panama Canal; Colon, Panama; and Freeport, Bahamas.

**SEA-LAND ENTERPRISE** (Sea-Land Service), August 19—Chairman **Hayden Gifford**, Secretary **Francesca Rose**. Chairman reminded those getting off at next port to clean room for next person. Secretary advised all members to apply for TRBs and upgrade at Lundeberg School. Educational director repeated advantages of attending upgrading courses at Paul Hall Center and said he was looking forward to new firefighting facility there. No beefs or disputed OT reported. Letter received from headquarters regarding payoffs without a union official present.

New microwave oven expected in next port. Steward department given vote of thanks for lots of great food and clean messrooms, lounge and decks. Next port: Tacoma, Wash.

**SEA-LAND EXPRESS** (Sea-Land Service), August 6—Chairman **Mark L. Lamar**, Secretary **Ernest Polk**, Educational Director **Herman Manzer**, Deck Delegate **Scott Grider**, Engine Delegate **Abdul H. Mohamed**, Steward Delegate **B. Habib**. Chairman stated 28-day trip has been good, especially thanking GSU **Joan Riley** for work performed. Secretary echoed sentiments regarding good crew.

16—Chairman **Angelo Urti**, Secretary **Lonnie Gamble**, Educational Director **Jerald Graham**, Deck Delegate **Robert E. Thompson III**, Engine Delegate **John C. Langley**, Steward Delegate **Americus Bell**. Chairman noted ship will perform exercises with U.S. military off coast of Turkey. Operation should begin in early September and end around October 24. Educational director reminded crew members to check with him if they have not yet applied for TRBs. Some disputed OT reported in deck department; otherwise, everything running smoothly. Crew members said they appreciate hard work by union in

## After the Fire Drill



Following a four-day Coast Guard drill in which crew members had to don fire suits and carry heavy hoses in 95-degree weather, Seafarers aboard the *USNS Algol* are happy to have a few minutes to themselves. On the ship's deck are (from left) AB **Romeo Azarcarate**, Bosun **Walter Loveless** and OS **Rodney Robinson**. The photo was sent to the *Seafarers LOG* by AB **Arthur Machado**.

Educational director encouraged members to attend upgrading facilities at Paul Hall Center. No beefs or disputed OT reported. Crew requested clarification of maximum dollar amount allowed for draws.

**SEA-LAND KODIAK** (Sea-Land Service), August 13—Chairman **Gary Walker**, Secretary **Gregory Keene**, Educational Director **A. Bombita**, Steward Delegate **Fadel Abdulla**. Secretary reported good trip with reliable crew and fine weather. In addition to reminding crew members to upgrade, educational director stressed importance of donating to SPAD. No beefs or disputed OT reported. Thanks given to steward department for job well done and to all crew members for clean and safe ship. Next port: Tacoma, Wash.

**SEA-LAND TRADER** (Sea-Land Service), August 2—Chairman **Loren Watson**, Secretary **Susano Cortez**, Educational Director **Michael D. Powell**, Deck Delegate **Ronald D. Rizzuto**, Engine Delegate **Rodney J. Pontifflet**, Steward Delegate **Romeo Manansala**. Telephone service for crew in Hawaii located in longshore shack, which is very noisy. Crew requested phone booth be put back on dock by office. Chairman led discussion of Sea-Land's new non-smoking policy. Also discussed high consumption of paper cups and proper disposal of plastic items. All crew members given key to lounge so as to be able to lock it in port, if necessary. Educational director stressed benefits to those who attend Lundeberg School upgrading classes. Treasurer announced \$300 in ship's fund. No beefs or disputed OT reported. Crew members reminded of need to have TRB when registering. Vote of thanks given to steward department for job well done. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu, Hawaii; and Guam.

**SGT. MATEJ KOCAK** (Waterman Steamship), August

fight against Coast Guard user fee for seamen's documents. Coffee machine on bridge needs repair. Next ports: Malaga and Rota, Spain; and Iskenderun, Turkey.

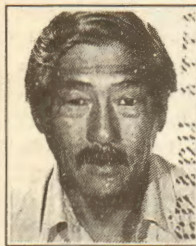
**ROBERT E. LEE** (Waterman Steamship), August 9—Chairman **Eugene T. Grantham**, Secretary **Paul P. Lopez**, Educational Director **Keith L. Jordan**, Deck Delegate **Gregory Hickman**, Engine Delegate **Apolinario Aquirre**, Steward Delegate **Mohamed Ghaleb**. Chairman reported payoff upon arrival in New Orleans. AB **Kenneth S. Chinn** injured aboard ship and will fly home. No beefs or disputed OT recorded. Communications from headquarters received regarding necessity of presenting TRB when registering to ship. Suggestion made for contracts department to look into lowering number of days' seetime needed for retirement. Next ports: Morehead City, N.C. and New Orleans.

**LTC CALVIN P. TITUS** (Maersk Line), September 6—Chairman **Scott Heginbotham**, Secretary **Grant H. Armstead**, Educational Director **Donald Hastings**, Deck Delegate **Walter Ratcliffe**, Steward Delegate **Khamis Maged**. Chairman reminded crew to separate plastic items from regular garbage. All refuse placed outside should be double-bagged. Secretary noted new glasses and forks on order. Educational director spoke about building of new firefighting school in Piney Point and for everyone to be sure to get TRBs as soon as possible. Letter received from headquarters regarding need for TRBs when registering. Transformers ordered for each room. Electric irons needed for each of three laundry rooms. No beefs or disputed OT reported. Everyone asked to help conserve air conditioning by closing doors. Crew asked contracts department about holiday pay concern.

# Final Departures

Continued from page 18

## LARRY E. LEE



Pensioner Larry E. Lee, 66, passed away August 13. Brother Lee first sailed with the MC&S in 1958 from the port of San Francisco,

before that union merged with the SIU's AGLIWD. During his career, he sailed in both the steward and deck departments and upgraded his deck department skills at the Lundeberg School. Prior to his retirement in August 1997, he signed off the *Sea-Land Pacific*. He served in the U.S. Marine Corps from 1952 to 1955. Brother Lee was a resident of Honolulu.

## TOMMY W. LEE



Pensioner Tommy W. Lee, 93, died July 19. Born in China, he joined the MC&S in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Lee, a resident of San Francisco, started receiving his pension in November 1971.

## CHUNG K. LEW



Pensioner Chung K. Lew, 70, passed away August 15. He began his career with the MC&S in 1960 in the port of Seattle, before that union merged with the SIU's AGLIWD. Brother Lew upgraded to chief cook at the Lundeberg School and retired in October 1991. Born in China, he was a resident of Seattle.

## ARTHUR B. LITTLE



Pensioner Arthur B. Little, 82, died August 8. A native of Michigan, he started his career with the Seafarers in 1953 in the port of Elberta, Mich. Brother Little sailed in the deck department and started receiving his pension in February 1977. He was a resident of Llano, Texas.

## LARRY L. LONG



Larry L. Long, 59, passed away August 30. Born in Pennsylvania, he joined the SIU in 1964 in the port of Seattle. Brother Long sailed in the deck department and upgraded at the Lundeberg School. From 1960 to 1963, he served in the U.S. Coast Guard. He was a resident of Federal Way, Wash.

## GEORGE W. LUKE



Pensioner George W. Luke, 79, died August 2. Brother Luke started his career with the Seafarers in 1953 in the port of Tampa, Fla.

The Georgia native sailed in the steward department and upgraded at the Lundeberg School, where he

graduated from the steward recertification program in 1984. A resident of Sarasota, Fla., he started receiving his pension in January 1987.

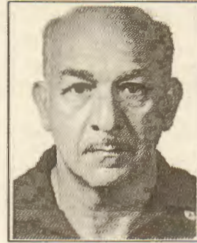
## AARON D. LUTZKY



Aaron D. Lutzky, 24, passed away April 9. He graduated from the Lundeberg School's entry level training program in 1997 and joined

the SIU in the port of Piney Point, Md. A native of California, he was a resident of Oakland.

## ZACHARIAS A. MARKKRIS



Pensioner Zacharias A. Markkris, 80, died June 14. Brother Markkris joined the Seafarers in 1951 in the port of Mobile, Ala. The Alabama

native sailed as a member of the steward department and began receiving his pension in September 1971. He continued to live in Mobile.

## DANNY J. McMURRAY

Danny J. McMurray, 33, passed away July 23. A native of California and a resident of Sacramento, he graduated from the Lundeberg School's entry level training program in 1984 and joined the SIU in the port of Piney Point, Md. His first ship was the *Ogden Missouri*. Brother McMurray sailed in the engine department and upgraded his skills at the Lundeberg School.

## NATHANIEL MUSE



Pensioner Nathaniel Muse, 76, died July 24. Born in Tennessee, he started his career with the Seafarers in 1951 in the port of San Francisco. Brother Muse sailed in the engine department and upgraded at the Lundeberg School. He was a resident of San Francisco and began receiving his pension in July 1988.

## HURSHEL A. ORLANDO



Pensioner Hurshel A. Orlando, 81, passed away September 12. He began sailing with the SIU in 1943 from the port of New York. Born in

Cuba, he became a U.S. citizen and worked in the steward department, last sailing as a chief steward. During his career, he was active in union organizing drives. Brother Orlando, a resident of Capitol Heights, Md., retired in December 1983.

## WILLIAM M. PARKER



Pensioner William M. Parker, 72, died August 11. Brother Parker joined the Seafarers in 1949 in the port of Mobile, Ala. A native of

Illinois, he sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1975. Prior to his retirement in June 1986, he signed off the *American Heritage*. Brother Parker was a resident of Lacombe, La.

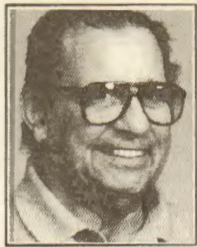
## WILLIAM J. PERRIDGE

Pensioner William J. Perridge, 72,



passed away July 19. He first sailed with the SIU in 1942 from his native New York. He worked in the deck department and upgraded his skills at the Lundeberg School. During his career, he was active in union organizing drives. From 1944 to 1946, he served in the U.S. Army. A resident of Montrose, Calif., Brother Perridge started receiving his pension in December 1981.

## ARMOND RAMOS



Pensioner Armond Ramos, 70, died August 29. A native of Massachusetts, he started his career with the Seafarers in 1946 in the port

of Boston. Brother Ramos sailed in the deck department and began receiving his pension in February 1971. He was a resident of Revere, Mass.

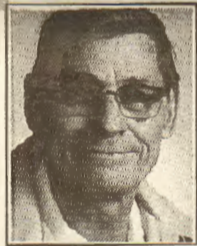
## THOMAS A. ROSSI



Pensioner Thomas A. Rossi, 72, passed away September 14. Born in Rhode Island, he began sailing with the SIU in 1971

from the port of New Orleans. Brother Rossi sailed in the deck department and upgraded his skills at the Lundeberg School. He was a veteran of World War II, having served in the U.S. Navy from 1943 to 1945. He retired in April 1997.

## RALPH SOUTH



Pensioner Ralph South, 72, died August 23. Brother South joined the Seafarers in 1967 in the port of New York. Born in

Tennessee, he started out in the deck department and later transferred to the engine department. During his career, he upgraded frequently at the Lundeberg School. He was a veteran of World War II, having served in the U.S. Navy from 1941 to 1945. A resident of Federal Way, Wash., he began receiving his pension in December 1991.

## HELEN D. STRANGER

Pensioner Helen D. Stranger, 78, passed away June 29. She started her career with the MC&S in 1962, before that union merged with the SIU's AGLIWD. Sister Stranger was a resident of Concord, Calif. and retired in May 1975.

## SIDNEY U. STRATOS

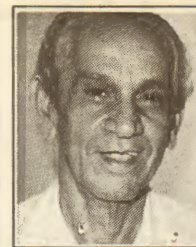


Sidney U. Stratos, 28, died July 29. A native of California, he graduated from the Lundeberg School's entry level training program in

1990 and joined the Seafarers in the port of Piney Point, Md. His first ship was the *USNS Invincible*. He sailed in the engine department and upgraded his skills at the Lundeberg School. He was a resident of Yreka, Calif.

## LUIS A. VILA

Pensioner Luis A. Vila, 87, passed away August 5. Brother Vila was a charter member of the SIU, having



joined the union in 1939 in the port of New York. During his career, he was active in union organizing drives. A native of Puerto Rico, he sailed in the steward department and began receiving his pension in September 1975.

## HOWARD WHITELY



Pensioner Howard Whately, 83, died August 5. He joined the SIU in 1948 in his native New York and sailed in the steward department. A resident of New

York, he retired in May 1980.

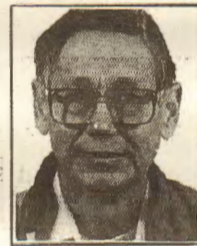
## HAROLD S.W. WONG



Pensioner Harold S.W. Wong, 82, died September 10. Born in China, he graduated from the MC&S training school in 1965 and joined that

union before it merged with the SIU's AGLIWD. Brother Wong was a resident of San Francisco and retired in October 1985.

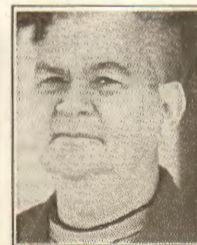
## MALCOLM B. WOODS



Pensioner Malcolm B. Woods, 72, passed away August 11. A native of Louisiana, he started his career with the Seafarers in

1944 in the port of Savannah, Ga. Brother Woods sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1973. He last sailed aboard the *LNG Virgo*, operated by Energy Transportation Corp. From 1952 to 1954, he served in the U.S. Air Force. A resident of Alameda, Calif., he began receiving his pension in September 1988.

## JONATHAN N. YOUNG



Pensioner Jonathan N. Young, 80, passed away August 9. Brother Young started his career with the Seafarers in

1943 in the port of Norfolk, Va. Born in Nebraska, he worked in the engine department, last sailing aboard the *Manhattan*. He was a resident of Long Beach, Calif. and began receiving his pension in October 1983.

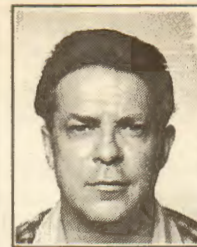
## JAMES C. ZACHARY

Pensioner James C. Zachary, 72, died July 17. Born in Texas, he first sailed with the MC&S in 1957 from the port of Portland, Ore., before that union merged with the SIU's AGLIWD. Brother Zachary upgraded his skills at the MC&S training school. He was a veteran of World War II, having served in the U.S. Marine Corps from 1942 to 1945. A resident of Portland, he retired in July 1995.

## INLAND

### RON DeGRANDIS

Ron DeGrandis, 53, passed away July 17. Boatman DeGrandis joined the Seafarers in 1991 in the port of Philadelphia, sailing aboard the *Eric*



*McAllister*. The Pennsylvania native sailed as a member of the deck department. From 1962 to 1964, he served in the U.S. Army. Boatman

DeGrandis was a resident of Philadelphia.

## ERIC E. HARMEL



Pensioner Eric E. Harmel, 82, died in May. He started his career with the SIU in 1960 in the port of Baltimore. Born in

Germany, he worked in the deck department, last sailing aboard a Curtis Bay Towing vessel. A resident of Baltimore, Boatman Harmel began receiving his pension in July 1979.

## ROY S. LINDLEY

Pensioner Roy S. Lindley, 69, passed away August 13. A native of Texas, he joined the Seafarers in 1957 in the port of Houston. He worked in the deck department and upgraded at the Lundeberg School. Boatman Lindley last sailed as a captain and retired in November 1986. He resided in Ingleside, Texas.

## ERNIE A. WOODS

Ernie A. Woods, 35, passed away August 10. Born in Honduras, he started his career with the Seafarers in 1997 in the port of New Orleans. Boatman Woods worked in the engine department, last sailing aboard the *Apache*, a Crowley Towing & Transportation Co. vessel. He was a resident of Violet, La.

## GREAT LAKES

### CHARLES T. MONTGOMERY



Charles T. Montgomery, 44, died August 5. Brother Montgomery began sailing with the SIU in 1970 from the port of Duluth, Minn. During

his career, he worked as a gateman and conveyorman. The Minnesota native lived in Duluth.

## CALVIN NIX

Pensioner Calvin Nix 73, passed away July 4. A native of North Carolina, he started his career with the Seafarers in 1959 in the port of Detroit. Brother Nix sailed in the deck department and began receiving his pension in June 1989. A veteran of World War II, he served in the U.S. Navy from 1943 to 1946. He was a resident of Henderson, N.C.

## RAILROAD MARINE

### HAROLD M. RAINIER JR.



Pensioner Harold M. Rainier Jr., 61, passed away September 1. Brother Rainier began his career with the Seafarers in

1959 in the port of Norfolk, Va. The Virginia native sailed in the deck department and worked primarily for the marine division of the Chesapeake & Ohio Railroad Co. From 1960 to 1966, he served in the U.S. Air Force. A resident of Cobbs Creek, Va., he retired in January 1998.

# 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.)

## Retiring Seafarer Thanks SIU Staff

As a retiree, I want to thank all the people in the SIU who have made my career possible. All of my shipmates have been the best.

I thank all of the people in the port of New York. Jack Caffey and the staff at the hall do a wonderful job.

I also thank all the workers at headquarters who keep the union running strong for all of us at sea. The SIU is the best, and all of us—sailing and retired—have to keep it that way.

Tony "Popeye" Martinez  
Richmond Hill, N.Y.

## Liberty Ship Brown In Great Condition

The other day, I was reading my back LOGs in order to catch up with the SIU news. I noticed an article about the Whitbread yacht race. In it was a remark about the Liberty ship *John W. Brown* that led me to think that some people believe the ship is going downhill.

Actually, the reverse is true. In fact, the ship is improving and restoration is complete. Maintenance is now the only thing needed, and it gets plenty of that.

I sailed aboard her last summer as the 12-4 oiler on a two-week trip to London, Conn. with stops in Greenport and Kings

Point, N.Y. She performed perfectly. I recently have come off another two-week trip to Charleston, S.C. with a stop in Solomons, Md.

This ship is a magnificent example of the more than 2,700 Liberty ships built during World War II. All SIU members would do themselves a favor to come aboard and visit when they are in Baltimore. (The ship is open to the public on Wednesdays and Saturdays from 9 a.m. to 4 p.m.) All are welcome.

Ted Vargas  
Princeton, W.Va.

(Editor's note: Vargas has been a member of the Liberty Ship Project since its start in 1979.)

## Social Security History = Lesson in Skulduggery

Back in the 1930s, when F.D.R. and Congress were trying to pass Social Security into law, they told John Q. Public that this money, by law, could only be used for the Social Security trust fund—that the federal government could never touch it. With those reassurances, it became law. Deficit spending by government was unheard of at that time.

Then World War II was forced upon us. The road out of this catastrophic "day of infamy" would be long and hard. An outraged American public got behind the war effort 100 percent. While sons, daughters, husbands and loved ones went off to war, the robber barons in Washington saw the golden opportunity to get their hands in the till.

They claimed that because of the "national emergency," the

U.S. government had to pass a law allowing it to borrow the Social Security trust funds. The last thing a patriotic citizenry would do is hinder the war effort. So the bill passed without much ado. The politicians even invented a new phrase to sell it: "an inexhaustible fund."

Now, after 50-some odd years and more than \$600,000,000,000 (yes, that's right, more than six hundred billion dollars) in IOUs, they have the unmitigated gall to tell the public that the "inexhaustible fund" is nearing exhaustion and must be fixed.

But their idea of fixing it is to cut the benefits, privatization or some other nonsense—not start repaying the IOUs. That's after grabbing \$70 billion out of the trust fund just last year and claiming they reduced the deficit spending by \$60 billion. I don't know what kind of math that is, but I call it bamboozling the public. These unconscionable elected representatives in Washington have the younger generation believing their nonsense. None of the working people of today believes there will be anything in the Social Security trust fund for them.

If our elected representatives would do the job they were elected to do—get rid of the waste and fraud, cut deficit spending, keep out of the trust fund, start picking up all those IOUs—there would be more than enough money for many generations to come.

I will not support any elected official who votes to balance the budget by robbing the Social Security trust fund and will do all in my power to get them out of Washington.

If you agree with me, send a letter to your elected representatives.

Bill Horne  
Hiawassee, Ga.

# 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.

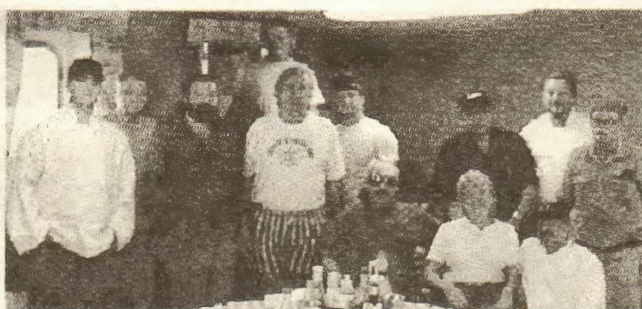
**NOTIFYING THE UNION**—If at any time a member feels that any of the above rights have been violated, or that he or she has been denied the constitutional right of access to union records or information, the member should immediately notify SIU President Michael Sacco at headquarters by certified mail,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

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

## Sea-Land Explorer Visits New Port

On July 18, 1998, the *Sea-Land Explorer* became the first American-flag ship to enter the new port of Kwang Yang in South Korea. The crew worked very hard to get the vessel ready for this occasion. A large reception was held, with the mayor of Kwang Yang and the South Korean minister of merchant services and fisheries among those in attendance. Following the ceremony on the dock, the captain invited 100 people on board to tour the ship and partake of some of Chief Cook Karen Fensel's hors d'oeuvres.

The crew members are (from left, seated) AB Milton Caballero, Chief Cook Karen Fensel, SA Jaber Ali, (second row) Unlicensed Apprentice John Arguello, Electrician/QMED Clarence Landford, ABs John Baker, Cesar Ramos and Edward O'Brien, (third row) DEU Robert Beckwith, Bosun Raymond Yager, AB James Morgan, Unlicensed Apprentice Phillip Troublefield and Chief Steward John F. Bass. Not pictured is QMED Walter Hutchinson.



## Labor CALENDAR

### November

**5** Labor leader and socialist Eugene V. Debs was born in Terre Haute, Ind. in 1855. "The strike is a weapon of the oppressed, of men capable of appreciating justice and having the courage to resist wrong and contend for principle," he said.

**9** The Congress of Industrial Organizations (CIO) was formed in 1935 to expand industrial unionism. It merged with the American Federation of Labor (AFL) in 1955 to form the AFL-CIO.

**11** Veterans Day. World War I ended on this day in 1918.

**19** In 1903, the Women's Trade Union League was formed to educate women about the advantages of union membership, to support women's demands for better working conditions, and to raise awareness about the exploitation of women workers.

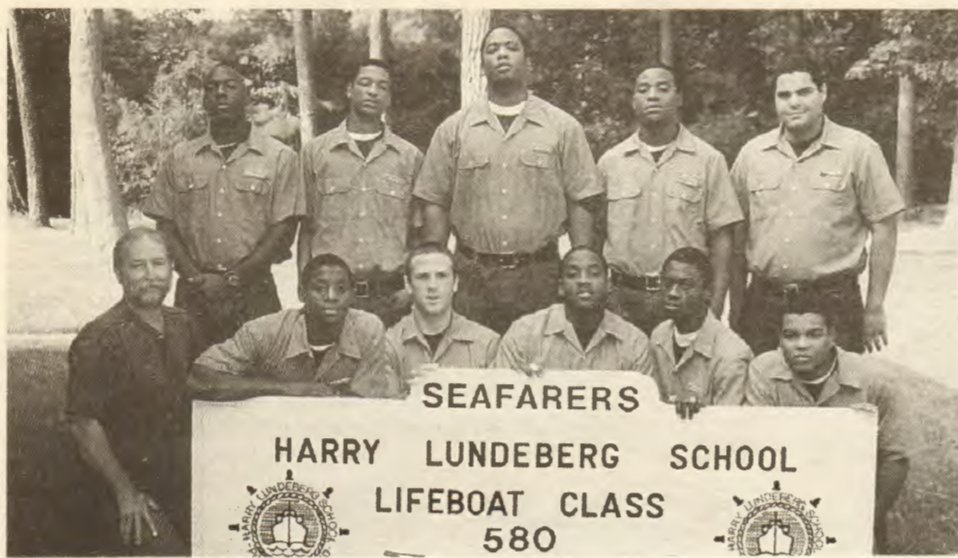
**19** Industrial Workers of the World (IWW) labor organizer and balladeer Joe Hill was executed by a Salt Lake City, Utah firing squad in 1915. Hill was arrested and condemned to death for a murder, though supporters claim no clear evidence existed to convict him. The IWW and others rushed to defend Hill, believing he was unfairly prosecuted because of his labor background. Hill died a martyr and has been celebrated in song and

legend ever since. On the eve of his death, he wrote, "Don't waste any time in mourning. Organize." His words remain a rallying cry to this day.

**29** Birthday, in 1832, of author, abolitionist, and nurse Louisa May Alcott. Known for her fictional work *Little Women*, Alcott also wrote *Work*, an autobiographical novel exposing the exploitation of women workers and the evils of industrialization in 1873.

**30** "Fighting Mary" Eliza McDowell was born in 1854. A social worker, McDowell helped organize the first women's local union of the Amalgamated Meat Cutters in 1902. Comprised predominantly of the low-paid women working in packinghouse canning and labeling operations, membership grew to more than 1,000.

# Lundeberg School Graduating Classes



**Trainee Lifeboat Class 580**—Graduating from trainee lifeboat class 580 are (from left, kneeling) Ben Cusic (instructor), Anthony Jordan, Gregory Makowski, Antonio Cooks, Andrew Seabon Jr., Anderson Saco, (second row) Christopher Barrow, Lenard Mills, Sylvester Crawford Jr., Bernard Snead and Joel Encarnación.



**Upgraders Lifeboat**—Upgrading graduates of the September 18 lifeboat class are (from left, first row) Anthony Townes, James Pierce, Maronda Jackson, Anthony Simon, Tom Gilliland (instructor), (second row) Steven Manning, Troy Banks, John Mullett, James Nottingham, David Poree, Miles Janecka and Jerry Martinsen.



**Tanker Assistant DL**—Receiving their graduation certificates for completing the tanker assistant DL course on October 2 are (from left, kneeling) George Villalba, Adel Shaibi, Robert Kane, John Millward, Nigel Jefferson, (second row) Harry Galdeira, Jose Majao, Richard Butch, Robert Des Marteau, Robert Bradberry, Robert Mensching, Thomas Flynn, Torrey Manning, Jim Shaffer (instructor), (third row) Cecil Edwards, Stephen Swinton, Robert Schindler, Shane Clarke, Eldon Palmer, Bill Osborn, Matt Harrison, Kendra Savage and Ken Abrahamson.



**Crane Maintenance Electrician**—SIU members completing the crane maintenance electrician course in September are (from left, kneeling) Louie Diesso, James Gray, Roger Cash, Tony Rosa, (second row) Maurice Baptiste, Bob Martin, Nathan Adams, Rick Crowley, George Cox and Eric Malzkuhn (instructor).



**Basic Electronics**—Seafarers graduating September 4 from the basic electronics course are (from left, seated) Tommie B. Davis, John Smith, Leonides Bacal, Randy Loque, Pompey Alegado, (second row) Russ Levin (instructor), Edward Louis, Matthew DiTullio, Ronald Hutchison and Paul Curtis. Not pictured are Frank Bakun and Richard King.



**Tanker Assistant DL**—Earning their graduating certificates for completion of the tanker assistant DL course on September 4 are (seated) Jason Roberts, (from left, kneeling) Brian Kimbrough, Steven Chapin, Leopoldo Viernes, Burkley Cooper, Wilfredo Gatmen, Salvadore Lagare, James Fennessy, Matthew Laughter, (second row) Melvin Ratcliff Jr., Adam Des Rosiers, Matthew DeLang, Robert Kennedy, Rickey Bronson, Al Seay, Marcus Ross, Donald Ippolito, Juan Rochez, Trawn Gooch, Albert W. Austin Jr., Mark Jones (instructor) and Manolo V. Delos Santos.



**Able Seaman**—Upgrading graduates of the September 4 AB class are (from left, kneeling) Jim Marchard, Walter Sainvil, Guy Butler, Brian Morris, Mark Gaffney, Kaled M. Saleh, Tom Gilliland (instructor), (second row) Jeffrey Lagana, James Duggan, Timothy Kotsis, Dwight L. King, Anthony Pacely Jr., James L. Davis Jr., Lambert Brown, Tom Kemper, Ronald E. Allen, Santos Antonio, Sangie Mohamed and David Rankin.



**Upgraders Lifeboat**—Upgrading Seafarers earning their lifeboat endorsements on September 18 are (from left, kneeling) Abdul Alawy, Dawn Williams, Elpidio Toyco, William L. Mohica Jr., Ben Cusic (instructor), (second row) Josef Wouthuyzen, Tommie B. Davis, Tomas C. Robinson, Ali Akmar, Abdul Mosa, (third row) Jesse A. Osborne, Kelly Stanford and Duane Nelson.

# LUNDEBERG SCHOOL

## 1998-1999 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning in December and running into the first few months of 1999 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	January 11	February 19
Radar Observer/Unlimited	March 1	March 12
Radar Recertification (one day)	March 12	
Automatic Radar Plotting Aids (ARPA)	March 15	March 19
Bridge Management	March 22	April 2

### Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	January 11	February 19
Power Plant Maintenance	January 11	February 19
QMED	January 25	April 16
Marine Electrical Maintenance I	March 8	April 16

### Steward Upgrading Courses

Course	*Classes commence on January 11, 1999
Galley Operations	Classes are open-ended
Certified Chief Cook	Classes start every two weeks
Advanced Galley Operations	Classes are open-ended
Certified Chief Steward	Classes start every two weeks

### Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	March 29	April 30
Steward Recertification	February 1	March 5

### Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/ Assistant Cargo (DL)	January 11	January 29
	February 15	March 3
Basic Firefighting	February 1	February 5
	March 8	March 12
Advanced Firefighting	January 11	January 22
	February 22	March 5
Government Vessels	January 18	February 5
	March 1	March 19
	March 22	April 9
Lifeboatman/Water Survival	December 28	January 8
	January 25	February 5
	February 22	March 5
	March 22	April 2
STCW Basic Safety	February 8	February 12
	February 22	February 26
	March 29	April 2
Tankerman (PIC) Barge	March 15	March 19

### Academic Department Courses

Course	Start Date	Date of Completion
General Education Courses	January 11	January 29
English as a Second Language (ESL) or Adult Basic Education (ABE)	January 25	March 5
AB Prep	March 15	March 19
FOWT Prep	January 4	January 8
QMED Prep	January 4	January 8
College Classes	January 25	March 5

## 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,

11/98

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



### Early 1999 Upgrading Class Dates Announced

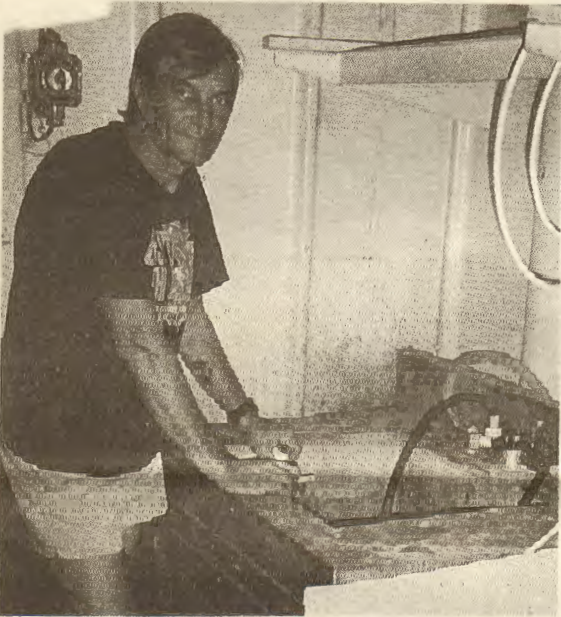
See page 23 for the latest information on course availability in the new year at the Paul Hall Center for Maritime and Training's Lundeberg School.

## ITF Obtains \$110,000 in Back Pay for Romanian Crew SIU's Morris Assists in Case that Spotlights Runaway-Flag Pitfalls

The recent case of the Greek and Romanian-owned, Malta-flagged bulker *Tomis Faith* once again demonstrates the SIU's effectiveness in its participation in the International Transport Workers' Federation (ITF) campaign against runaway-flag shipping. It also spotlights the inhumane treatment routinely endured by the people who sail aboard such ships.

Thanks in large part to assistance from one of the SIU's ITF inspectors, Edd Morris, crew members aboard the *Tomis Faith* received \$110,000 in back pay on September 25, while the ship was docked in Baltimore. Morris also helped arrange various ship-board repairs, ordering of adequate stores and adherence to the ITF contract by which the vessel is covered.

"Many of the crew hadn't been paid in eight



A crew member on the *Nora* stands by the small sink where he and his shipmates hand-wash all of their laundry, because of an inoperable washing machine.

months," noted Morris. "They were forced to work overtime, but weren't paid the corresponding rate.... Going that long without pay, it caused serious problems back home for many of the crew members. They have bills to pay, just like anyone else."

The Romanian crew, which contacted Morris in September, faced other difficulties on the *Tomis Faith*, jointly owned by the Romanian government (through an entity known as Petromin) and Piraeus-based Ermis Maritime Corp. The ship's navigation equipment was defective. Steward department personnel were ordered to make three months' worth of stores last for five months.

The crew had nothing but water to drink and no desserts. Preserving the meager stores also proved problematic due to malfunctioning freezers.

Although the ship is covered by an ITF contract, its captain reportedly seized the crew's copies.

Moreover, when several crew members strongly complained about not being paid for more than half a year, the company replaced them. (They eventually were paid, after the ITF intervened.)

This is not isolated treatment on the part of the company. Morris also recently coordinated with fellow ITF inspector Adrian Mihalciou to assist crew members aboard the *Nora*, owned in the same joint venture between Petromin and Ermis Maritime Corp. They faced similar difficulties as the mariners aboard the *Tomis Faith*, eventually receiving their wages after the ITF stepped in. (They also had no washing machine nor dryer.)

"In both cases, the ITF's objective isn't to 'get' the company. Rather, we simply wanted them to pay the wages called for in the contracts they have signed and provide better living conditions aboard the vessels," explained Morris. "Imagine being forced to work overtime while you're not getting enough to eat or drink. Imagine having to wash all your clothes by hand and hang them on the deck to dry, all because the company won't supply a \$100 part required to operate a washing machine."

The SIU is one of the more than 500 affiliates of the London-based ITF.

ITF Global Mariner coverage — pages 11-14



Some of the Romanian crew members aboard the *Tomis Faith* thank one of the SIU's ITF inspectors, Edd Morris (front row, right), after receiving \$110,000 in back pay.



Mariners aboard the *Nora* contacted the ITF due to unpaid wages and other issues.

### Foreign Mariners Visit Paul Hall Center



As part of his duties as an ITF inspector, Edd Morris of the SIU regularly meets with crews from foreign-flag ships. Recently, when three such vessels delivered various cargo near the Paul Hall Center for Maritime Training and Education in Piney Point, Md., Morris used the opportunity to take some of the foreign mariners on unofficial tours of the school. "The exposure is useful for them and for the SIU upgraders who welcomed them to the school," Morris noted. Pictured clockwise from top left: Filipino mariners from the Norwegian tanker *Sibotessa* pose in front of the school's entrance (Morris is at far right.), Filipinos from the Greek tanker *Antiparos* chat with Seafarers in the hotel lobby, and Polish and Indian mariners from the *Asphalt Leader* (Greek flag) visit the Paul Hall Center while their ship discharges cargo.

