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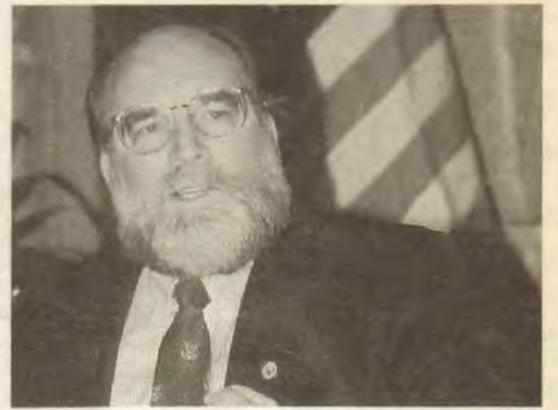
Volume 59 Number 3

March 1997

Seafarers Log

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

ALL-OUT FIGHT



Rep. Neil Abercrombie (D-Hawaii), was one of several speakers from Capitol Hill and the U.S.-flag maritime industry to state the Jones Act and Passenger Vessel Services Act should be preserved.

Vowed by Supporters

For Nation's Cabotage Laws

MTD Executive Board Pledges Every Effort

To Preserve Jones Act, Passenger Vessel Act

Page 3



A Shipboard View of the Jones Act

For the crew of the *Sea-Land Discovery*—including AB Abdo S. Ali, pictured heaving a line from the ship's stern while in Long Beach, Calif.—the Jones Act is more than just a law on a piece of paper. It is a way of life. Recently, Seafarers aboard the vessel provided insight regarding why the Jones Act remains vital to individual mariners and to the nation as a whole. Page 4

Upgraders Praise New Paul Hall Center Courses



SIU members last month offered very positive evaluations of two new courses offered at the Paul Hall Center in Piney Point, Md. Eleven Seafarers successfully completed the first LNG recertification course (pictured above), while nine others finished the new tankerman-PIC (barge) class. Both courses are designed to assist Seafarers in complying with new federal and international regulations. Pages, 5, 8

Seafarers Crew Converted RO/RO

SIU members are crewing the *USNS Yano*, the third of five roll-on/roll-off vessels converted for use by the U.S. Military Sealift Command. The *Yano* was delivered to MSC last month in San Diego. Page 3

President's Report

A Law Worth Preserving

For Seafarers, the Jones Act first and foremost means job security. The majority of all shipboard employment opportunities for U.S. merchant mariners is found aboard vessels covered by the nation's freight cabotage law, which specifies that cargo moving between domestic ports must be carried on American-owned, American-built, American-flag ships.

That is reason enough for the SIU to support the Jones Act, which went into effect in 1920. But it is hardly the only reason why America must maintain this vital law.

In recent years, as foreign-flag interests have stepped up their attacks on U.S. cabotage regulations, Jones Act supporters have spelled out the numerous benefits the law provides to America's economy and national security. Groups such as the Maritime Cabotage Task Force, a broad coalition of maritime industry organizations (including the Seafarers), have publicized the fact that work performed under the Jones Act provides the U.S. economy with billions of dollars each year. This figure includes an average of well over \$1 billion annually in federal and state income taxes paid by Americans working on tugs, barges and ships covered by the Jones Act or in shoreside capacities directly related to that law.

We have pointed out that more than 100,000 U.S. citizens have jobs directly related to the measure.

We have detailed how the Jones Act makes sure there are trained American mariners to crew the U.S.-flag vessels activated in times of national emergency.

We have recounted the fact that the Jones Act provides that the United States exclusively controls the domestic waterways transportation infrastructure in times of peace and war.

We have noted that every other major maritime nation has similar cabotage laws.

And, we have spotlighted the fact that other U.S. transportation industries—air, rail, truck—have laws that do not allow foreign operations to transport passengers, cargo or anything else within the United States.

These points alone make me wonder how anyone can keep a straight face when they say the Jones Act somehow is bad for the U.S. economy or for American citizens.

But let's look at it another way. What would happen if the so-called reformers had their way and wiped out the Jones Act?

For starters, America would be opening its domestic trade to some of the most hazardous ships imaginable. Our shores and rivers would be littered with ships like the *Bright Field*, the Liberian-flag freighter that recently struck a riverside shopping center in New Orleans, injuring more than 100 people. As that accident unfolded, the Chinese captain repeatedly ignored orders from the local pilot.

America also would be subjected to more dangers from runaway-flag rustbuckets like the *Pacific Frost*, which is described on page 9. In fact, without the Jones Act, you can't be certain the runaway-flag ship operator would benefit greatly—at the expense of U.S. citizens and U.S. safety.

What the so-called reformers won't tell you is that most mariners who work on runaway-flag vessels hail from countries not equipped to protest or demand justice on their behalf. On many of those ships, food shortages, contaminated water, lack of equipment, non- or delayed payment of wages, and gross safety violations are the norm. Very often, crewmembers are totally unqualified to work aboard ship, having secured their position by paying off an agent or simply buying what passes for a document. These same things are true of many foreign-flag ships that are not runaways.

By the way, this is the kind of shipping that the U.S. merchant marine is criticized for not successfully competing against. It seems to me the idea should be to bring the runaways and other substandard foreign ships up to our standards. But our enemies would rather foster the abuse of human beings and abandon the U.S. flag so that some foreign shipowners and operators can turn a quick buck.

What would happen without the Jones Act? The *Bright Fields* of the world would have free reign in our shores and ports, but without observing our rules or contributing to the U.S. economy. There would be massive job losses in the U.S. and a reduction in the tax base. Our environmental safety would be at risk. And our national security would be threatened.

Clearly, the SIU will not sit idly by and let our foes dismantle this long-standing, highly effective law. This is a matter of job security, economic security and national security.

Looking ahead

This issue of the *LOG* includes an article about the new training record book (TRB) being developed cooperatively by the SIU, the Paul Hall Center and SIU-contracted companies and another piece about the revamped trainee program for entry-level mariners at the center. Both stories can be found on page 5.

The TRB and the restructured trainee-apprentice program are examples of how the SIU is doing its all to ensure that our members can comply with rapidly changing international rules and regulations impacting the U.S. merchant marine and our members' job security.

Volume 59, Number 3

March 1997

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.

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Island Fleet Rotting Away

Miami Newspaper Discloses Lousy Conditions Aboard Cuban Merchant Ships

Lousy pay, broken navigational devices, no firefighting materials and useless lifeboats are just some of the conditions faced by Cuban merchant mariners, as related by recent defectors to a reporter for the *Miami Herald*.

In a front-page article published January 26, reporter Juan O. Tamayo describes firsthand accounts of deplorable situations aboard ships that sail under the Cuban flag. He interviewed mariners who had defected in the last couple of years because conditions on the national-flag vessels had plummeted since the breakup of the Soviet Union. (Cuba's economy was subsidized by the former Communist nation. Those funds stopped when the Soviet Union ceased to exist.)

The mariners tell of situations where they could not fight a fire because there were no extinguishers and hoses, they were sailing "blind" because the radar was broken, and they were operating engines that were missing parts.

ITF Investigating

A spokesman for the International Transport Workers Federation (ITF), a London-based federation of 470 transportation-related trade unions (including the SIU) from more than 120 nations, said he was familiar with such stories.

While the federation has been calling the world's attention to the plight of mariners aboard runaway-flag ships, the ITF also has been monitoring the situation on Cuba's national vessels.

"Their ships are known for being in poor condition," noted Richard Flint, communications secretary for the ITF. "We hear that their ships are rust buckets."

Flint added that Cuban mariners receive substandard wages and do not have free unions representing them. However, the ITF can only urge Cuba to bring their vessels up to international standards since the vessels sail under the national flag and none of the Cuban unions representing mariners (or any other workers) belongs to the ITF, Flint said.

However, the article included statements from the defectors that the newer vessels in the Cuban fleet are being flagged out to such infamous runaway-flag nations as Malta, Cyprus and Panama. They claimed the ships are actually owned by the Cuban government, which is using the foreign registries to get around international trade restrictions and to take advantage of lax shipping regulations.

(Runaway-flag vessels refer to ships owned by an individual or group in one nation, registered in another nation, possibly managed by a representative from a third nation and crewed by mariners from Third World countries. Non-traditional maritime nations use the registries to raise money while providing shipowners a haven from paying taxes and wages as well as meeting safety and working standards of the country of their citizenship.)

In the *Miami Herald* article, the mariners said Cubans get jobs on the runaway-flag ships through government-run manning agencies. They described conditions on these vessels as "virtual slavery," where mariners can go out for a six-month rotation and remain onboard ship for as long as a year.

Flint said the ITF has been looking into the Cuban government connection into runaway-flag shipping.

Near Catastrophes

In the article entitled "Castro's Fallen Fleet," Tamayo provides stories from the mariners on the conditions they endured aboard Cuban-flag merchant ships during the 1990s.

Captain William Figueroa, who fled Cuba in 1993, told about navigating the English Channel in fog while the ship's radar acted up. When the radar started working, the crew noticed a large object only 200 yards ahead. "Only by chance did we miss the oil-drilling platform in front of us," Figueroa told the newspaper.

In another near-death incident, a 27-year veteran of the Cuban merchant marine relayed his choices when an engine room fire started.

Nelson Morales, who defected to Panama, said in the article the crew of the *Star Island* could abandon ship in lifeboats described as "rusted and useless" or fight the blaze with "rotted" hoses. The crewmembers rigged a hose to work, which is why he was alive to tell the *Miami Herald*. "Like 90 percent of all Cuban ships, that ship was a wreck. It was completely rotted with pipes bursting, everything leaking."

"I still don't know how it didn't explode," said the helmsman.

Several of those quoted in the paper said they and others had to sleep with plugs in their ears. These were used not to keep out noise, but to keep out cockroaches that had infiltrated the ships.

Cuban shipping companies are so cash poor, the paper stated, that they cannot afford annual fumigations.

Stores aboard the Cuban-flag vessels are mainly canned and preserved foods, the mariners reported. Fresh and frozen meats, fruits and vegetables are rare because the lockers continually break down and the ships' officers are given little money to purchase items in foreign ports.

"In my last few trips, we had bad food, many breakdowns and virtually no safety at all," said Roberto Capote. The first officer defected four years ago.

Short Crews, Poor Pay

Vessels also are reported to sail short-handed, with those on board pulling extra duties. Those who complain risk being sent back to the island nation and losing the opportunity to sail in the future, the article noted.

While pay is well below international standards, mariners average 1300 pesos monthly (around \$100). This is a high salary in Cuba, where the average monthly figure is 200 pesos.

Besides the bad conditions aboard the ships, the article noted environmental problems witnessed by the mariners.

Dumping at Sea

Because they are unable to pay for garbage to be removed from the vessels while docked in foreign ports, the trash is stored in cargo holds and then thrown overboard while out at sea.

Havana's harbor is cited by the environmental monitors for the United Nations as one of the most polluted in the world. The mariners said this is not surprising as the ships regularly release sludge into the water. They pointed out to the reporter that ships' logs are falsified to state the sludge is transferred to a barge, which does not exist.

The defectors added that sludge also is released when the vessels are at sea.

ILA's John Bowers Named To AFL-CIO Executive Council

Longshoremen's (ILA) President John Bowers was elected to serve on the AFL-CIO's Executive Council during the body's winter meeting in Los Angeles last month.

Bowers joins SIU President Michael Sacco, who was elected to the council in 1991, as members of the national federation of trade unions' highest decision making body between biennial conventions. By being part of the 51-member council, both Bowers and Sacco are vice presidents of the AFL-CIO.

Bowers has been president of the ILA since being unanimously elected to the post in 1987. Before that, he served for 24 years as the union's executive vice president.

The son of a New York City dock worker, Bowers studied labor at Cornell University then joined the U.S. Army during World War II. At the war's end, he returned home and joined the ILA, where he quickly rose through the ranks.

Besides his positions with the ILA and AFL-CIO, Bowers also is the chairman of the dock workers section of the International Transport Workers Federation, a London-based organization composed of 470 unions from more than 120 nations.



John Bowers

Backers of Jones Act Promise All-Out Fight To Retain U.S. Cabotage

Speaking before the executive board of the Maritime Trades Department (MTD), AFL-CIO, representatives of maritime labor and U.S.-flag shipping companies as well as key members of Congress pledged to fight any attempts to weaken or kill America's cabotage laws.

Each speaker during the two-day session held in Los Angeles last month reminded the MTD board members that the fight to preserve the Jones Act and the Passenger Vessel Services Act continues despite the fact the enemies of the laws were repelled during the previous Congress.

"Just as in previous years, foreign shipping interests will be on the prowl," MTD President Michael Sacco warned the board members, who are officials from the MTD's 33 affiliated unions which represent nearly eight million workers.

"Those foreign interests will wrap themselves up in the American flag. They'll even call themselves 'reformers,'" Sacco stated.

"They're after the Jones Act!" He noted these opponents of the law and of U.S.-flag shipping keep trying, despite constant defeat, to cripple or destroy the 1920 act, which states cargo moved between two domestic ports must be carried aboard U.S.-flag, U.S.-crewed and U.S.-built vessels.

"You know, they remind me of dogs—dogs that can't stop chasing cars they never catch," Sacco said.

Stan Barer, co-chairman and chief executive officer of Totem Resources Corporation, a holding company for three U.S.-flag maritime operating entities, said a united force will be needed to beat back the enemies of the cabotage laws.

Such a force was formed in 1995 when more than 400 maritime and transportation-related



America should not lower its safety, health and wage standards for mariners; it should make the standards for foreign workers meet America's levels, notes Rep. David Bonior (D-Mich.).

organizations, including the MTD and SIU, came together to create the Maritime Cabotage Task Force. In a statement passed during the meeting, the MTD board reaffirmed its support for the work of the task force and vowed "to continue our efforts to educate the American public and our decision makers about the importance of America's cabotage laws."

'Phony Argument'

Barer pointed out that the attackers claim changes are needed in the laws in order for American companies to compete in the global market.

"I don't think the cabotage system has a thing to do with international trade!

"That's a phony argument! Tell me a major maritime country that allows our ships and our crews to engage in their domestic shipping. Good luck because you're not going to find them."

What the enemies of the Jones Act and the Passenger Vessel Services Act want is the opportunity to make greater profits for themselves while taking advantage of low-pay, low-skilled foreign workers on the domestic waterways, he stated. And the use of foreign workers on American soil or waters would not stop there, Barer added.

Affects All Modes

Calling America's transportation system a "four-legged stool," he said these attackers would proceed to the air, rail and trucking industries if they are able to bring foreign vessels and workers into the domestic maritime trades.

"Cabotage is not just for maritime. We've got the same rules for aviation, trucking and rails.

"This policy of being self-sufficient inside your own country for moving your own goods and services among your citizens—that's not a radical idea. That's been the norm for most nations," Barer stated.

"Cabotage is not some unusual idea. It reflects our whole national policy on labor. Most nations in the world survive by realizing their first obligation is to their own citizens and to provide them with the opportunity to work

inside their own country. One thing we have never argued about is the right of American labor to work inside America!"

Cover for Other Issues

U.S. Rep. David Bonior (D-Mich.) pointed out that Jones Act enemies are looking for exploitable labor.

"You learned a long time ago the debate on maritime policy was never just about ships or cargoes or flags," the House minority whip told the board.

"It was always about wages, safety standards, pensions, health care and working conditions. We knew the reason so many foreign ships could low-ball their bids is because they ignore safety standards, ignore overtime and exploit workers. In some instances, they deny food and pay substandard wages.

"As a nation, we shouldn't lower our standards to their level," Bonior declared. "We should raise their standards to our level."

Sen. John Breaux (D-La.) called Congress' preserving of the Jones Act "a smart thing."

He challenged the opponents of the law for their efforts to bring substandard ships and unskilled workers to America's harbors, lakes and rivers.

"How can we say we are going to give you access to our ports, our docks, our facilities and allow you to bring goods and cargoes here, but you won't have to comply with safety laws, rules and regulations and the laws of the United States?"

"That is absolutely, totally wrong!" Breaux said.

Pilot Sees Differences

Joe Clayton, president of the New Orleans-Baton Rouge Steamship Pilots Association, spoke on the importance of strict safety procedures, proper crew training and adherence to environmental laws. The majority of foreign-flag ships, the kinds that anti-Jones Act forces want to bring into America's domestic waters, do not adhere to stringent regulations in these areas, he said.

Clayton recounted his more than 35 years of experience in the

Continued on page 7



As MTD President Michael Sacco (center) and Executive Secretary-Treasurer Frank Pecquex listen, U.S.-flag shipping executive Stan Barer tells members of the MTD executive board that America's cabotage laws reflect the nation's labor policy—a policy which states that work within this country's borders should be reserved for American workers.

Elected Officials Offer New Shipbuilding Ideas MTD Backs Work for U.S. Yards

The bipartisan momentum gained by passing the Maritime Security Act in the last Congress should be used to spur a new shipbuilding program that would benefit American shipyards and the U.S.-flag merchant marine, key legislators told the members of the AFL-CIO's Maritime Trades Department (MTD) executive board.

The MTD is composed of 33 maritime-related unions, including the SIU, who represents approximately eight million American working men and women. Among them are members who work in America's shipyards. The executive board, which was meeting last month in Los Angeles, is made up of representatives from the MTD's member unions.

Build-and-Charter

Rep. Neil Abercrombie (D-Hawaii) announced his intention to introduce build-and-charter legislation during the 105th Congress to help both the domestic yards and the U.S.-flag merchant fleet. He plans to work with Secretary of Defense William Cohen, who is from Maine, to create a program that would provide U.S.-flag shipping companies the opportunity to acquire newly built vessels with reasonable interest loans. (Cohen, a Republican, retired from the Senate last year but accepted President Clinton's nomination to head the Defense Department.)

"We want American ships, built in American shipyards, by American workers, flagged in America, registered in America and sailed by American workers," stated the ranking Democrat on the House Merchant Marine Oversight Panel.

"If we can put forward billions

of dollars to defend the Germans from the Poles, then we can put up billions of dollars to build ships in American shipyards under the circumstances I outlined.

"That is in the interest of the United States because the United States cannot be the leading power for peace in the 21st century unless it has command of the merchant sea lanes throughout the planet Earth," Abercrombie told the MTD executive board.

Jones Act Reinvestment

Also proposing a shipbuilding program during his address was Stan Barer, co-chairman and chief executive officer of Totem Resources Corporation, which is a holding company for three U.S.-flag maritime companies.

Barer called on shipping companies involved in the Jones Act trades to invest in new equipment. He pointed out that if the companies began by creating a program to replace the 34 high-speed containerships sailing within the trade, "you are talking about a \$5 billion construction program in U.S. shipyards without government subsidies."

(The Jones Act, which is part of the Merchant Marine Act of 1920, states cargo to be moved from one American port to another has to be carried aboard a U.S.-flag, U.S.-crewed and U.S.-built vessel.)

"Owners cannot do it without labor," Barer said. "Neither can do it without shipyards. Somehow we've all got to get together."

Barer then stated that building new double-hulled tankers to replace those that will be obsolete soon under the provisions of the

Continued on page 7

Seafarers to Crew Another Converted RO/RO

New jobs for Seafarers are on the horizon following last month's announcement that SIU-contracted Osprey-Acomarit Ship Management will operate a 754-foot, roll-on/roll-off vessel being converted for use by the U.S. Navy's Military Sealift Command (MSC).

The Bahamian-registered *MV Tarago* is scheduled to be reflagged under the Stars and Stripes early this month. The vessel will undergo a \$100 million conversion at Atlantic Drydock in Jacksonville, Fla. It is scheduled for delivery in mid-1999, and the vessel also will be renamed the *1st Lt. Harry L. Martin* in honor of the U.S. Marine Corps Reserve officer who posthumously was awarded the

Medal of Honor for his actions during the battle of Iwo Jima on March 16, 1945.

Once delivered to MSC, the vessel is slated to become the first ship in MSC's Maritime Prepositioning Force (Enhanced) program, also known as MPF(E). As described in a statement by MSC, the new program is "designed to increase the capability of the three existing maritime prepositioning ship squadrons through the addition of a converted ship to each of the squadrons."

The release notes that the converted ships will offer large cargo capacities and will be able to discharge not only pier-side but also under way.



Applauding Rep. Neil Abercrombie's (D-Hawaii) call for new American ships built and crewed by U.S. workers are MTD Vice President Willie Zenga (left) and MTD President Michael Sacco.



Standing by to help on the ship's stern are (from left) DEU Karl Kirkland and AB Mark Stevens.



Handling a line during docking operations is Bosun Wilfredo Acevedo.



Chief Electrician Michael Rueter lends a hand as the *Sea-Land Discovery* ties up.



Keeping an eye on the docking operation is AB Klaus Tammler.



Securing the gangway safety net is AB Abdo S. Ali.



SA Henry Wright Jr. prepares coffee for the crewmembers.



Chief Steward Vainu'u Sili signs the patrolman's report prior to a shipboard union meeting.



AB Bobby Belches operates a boom to lift engine oil aboard the containership.



The SIU crewed Crowley tractor tug *Protector* nudges the bow of the *Sea-Land Discovery* to the dock in Long Beach, Calif.

SL Discovery Crew Urges No Changes In Jones Act

TO THE SEAFARERS sailing aboard the *Sea-Land Discovery*, the Jones Act is more than just a law on a piece of paper. It is a way of life.

The *Sea-Land Discovery* sails between California and Hawaii, making stops in Long Beach, Oakland and Honolulu. The ship is part of the nation's Jones Act fleet, which transports cargo between domestic ports aboard U.S.-flag, U.S.-crewed and U.S.-built vessels.

Although their work keeps them sailing in the Pacific, the crewmembers are keenly aware of activities taking place across the continent in Congress concerning the nation's freight cabotage law. The Seafarers spoke of their concerns to a reporter from the *Seafarers LOG* last month after

the containership docked in southern California.

"We need to fight for the Jones Act and keep it," stated Bosun Wilfredo Acevedo, who sails from the port of Wilmington, Calif. "I strongly believe that we need this law."

Chief Electrician Michael Rueter added that "anyone voting against the Jones Act should be treated as committing treason against the United States.

"I agree with the senator who said we used to have one of the most powerful merchant marines in the world and that we have hurt it ourselves. Let's hold on to the Jones Act," the engine department member said.

"It costs the government less to hold on to the merchant fleet than to pay other nations for their

ships because our ships and crews are used for trade in times of peace and for military support in times of war," Rueter concluded.

Also noting how the Jones Act affects the economy was Engine Utility Leonard Viles.

"We're working and paying taxes," the 25-year SIU member pointed out of his fellow Seafarers. "If they kill the Jones Act, then we don't have jobs. If we don't have jobs, we don't pay taxes. If we don't pay taxes, then others will have to pay more in taxes to make up for money lost when our jobs disappeared."

During a shipboard union meeting, Wilmington Patrolman John Cox updated the crew on the latest happenings in Washington. He reminded the crewmembers that letters, visits and phone calls to their senators and representatives help the elected officials understand the impact the Jones Act has on residents from their states.

"The Jones Act is very important to all of us," Cox told the crew. "We need to make sure the people in Washington know not to make any changes to it."



EU Leonard Viles believes the Jones Act helps keep the U.S. economy strong.



OMU Mike Veigel pulls burners on the *Sea-Land Discovery's* engine.



Wilmington (Calif.) Patrolman John Cox (left) updates *Sea-Land Discovery* crewmembers on possible congressional action regarding the Jones Act. Listening to him are (from left) AB Abdo S. Ali, AB Mark Stevens and SA Henry Wright Jr.

Training Record Books Will Be Issued for All Seafarers

Documents Aid Compliance With International Regulations

In order to efficiently comply with international maritime regulations demanding proof of individual mariners' training and qualifications, the Paul Hall Center and the SIU soon will begin issuing training record books (TRBs) to all Seafarers.

Produced at the Paul Hall Center, the TRBs will contain personal identification as well as list all relevant training, drills and exercises completed by individual Seafarers during their entire maritime careers. They will be the members' personal property and will be carried by Seafarers to their respective ships. The SIU is providing these books so members will not have to carry individual documents and certificates when they report to their vessels.

SIU members are urged to apply for a TRB as soon as possible. Seafarers may use the application appearing on this page.

"This will help standardize proof of documentation under the International Safety Management Code (ISM) and STCW for port state control," noted J.C. Wiegman, assistant director of vocational education at the center. "Using the training record books will help individual members and SIU-contracted companies as well as the port-state control officers."

Seafarers should be aware that at this time, there is no fixed date

by which they must carry a TRB in order to sign on a vessel. However, the booklets will be distributed beginning late this month or in early April, and the center hopes to equip every member (no matter if he or she sails deep sea, inland or Great Lakes) with a TRB by the end of the year.

Moreover, the ISM and STCW demand that individual mariners carry documentation verifying their training and qualifications. Although the regulations do not specify a booklet format, the TRB will enable Seafarers to effectively meet those requirements.

"That's the whole point of developing the TRB," explained Wiegman. "The idea is to make it easier for the member to document required training."

The TRB is a result of a cooperative effort between the SIU and its contracted companies, stemming from last year's meeting of the center's Deep Sea Advisory Board.

There will be no charge for issuing the original TRBs, although Seafarers applying for the booklets must send two color, passport-size photos with their applications. TRBs will be distributed via SIU halls and the Paul Hall Center, to whichever port is designated by an individual Seafarer as his or her home port. Members will sign a receipt indicating they have received the

Training Record Book Application

Name _____

Date of Birth _____ SSN _____

Home Phone Number _____

Address _____

City _____ State _____ Zip Code _____

Height (inches) _____ Weight _____ Hair Color _____ Eye Color _____

Are you a graduate of the SHLSS entry level program? Yes No

Have you ever attended any SHLSS Upgrading Courses? Yes No

Book Number _____ Home Port _____ Department _____
(where you want book sent to)

Along with your completed application, please send the following information:

1. Copy of USMMD (Z-card) front and back
2. Two (2) passport size photos
3. Copy of your STCW certificate (if applicable)
4. Copy of your SHLSS school card (if applicable)
5. Proof of any training received other than at SHLSS (certificates, cards, DD-214, etc.) (if applicable)

Signature: _____ Date _____

Send application to:
SHLSS - ADMISSIONS
Attn: TRB
P.O. Box 75
Piney Point, MD 20674

→ or give completed application to port agent

If the above application is not filled out completely and the requested information sent, the application will be considered invalid and void. This blank form may be copied.

booklet.

Other information about the TRBs follows:

■ There will be a \$25 charge for replacement books if lost. The first one is free.

■ Training will be verified by certified instructors and assessors for the school, or by the appropriate shipboard personnel. Any false information entered in the TRB will be considered falsifica-

tion of a document.

■ Initially, the TRBs will be distributed to those members sailing in international waters. After that, distribution will be done alphabetically.

Nine Finish New Tankermen Class

Nine Seafarers last month became the first group to complete the Paul Hall Center's new tankerman-person in charge (PIC) barge course.

The two-week, U.S. Coast Guard-approved curriculum blends classroom instruction with hands-on training. It is designed to help Seafarers sailing as inland tanker-men comply with Coast Guard regulations requiring a rating of tankerman-PIC (barge) and related training as of March 31.

"It's a great course," said AB Ambrose Russo, who sails with American Workboats in Long Beach, Calif. "I learned a lot and it's definitely going to help me in the long run."

Among the topics included in the course are construction and insulation of cargo tanks; piping systems, valves, pumps and

expansion systems; cargo-level indicators; gas-detecting systems; and automatic shutdown systems.

Students also study pre-transfer inspections; completing the declaration of inspection; hooking up (and disconnecting) cargo hoses, loading arms and grounding straps; monitoring transfers; and testing cargo-tank atmospheres for oxygen and cargo vapor.

Additionally, the course covers federal rules pertaining to tank-barge operational procedures and pollution prevention; emergency procedures for fire, collision, grounding, equipment failure, leaks, spills and structural failure; and safety precautions for working with hazardous materials.

Class members also examine vessel response plans; cargo-tank cleaning procedures and precautions; principles and procedures

of inert-gas systems and vapor-control recovery systems; safe entry into confined spaces; and general operating procedures including testing and inspection requirements, pre-transfer guidelines, the connecting sequence and start-up procedures.

In accordance with Coast Guard rules, the course also features practical and classroom

training in firefighting.

"It's a good course," observed AB/Tankerman David Lupton, a 20-year SIU member and long-time employee of Philadelphia-based Maritrans, Inc. "Firefighting was particularly good. I also had my memory refreshed on a lot of other things, such as different types of cargoes, declaration of inspections and the chemical data guide. It was helpful."

AB Kevin Kelley also

described the class as worthwhile. "I learned many new things. It was beneficial," said Kelley, who joined the Seafarers in 1979 and who sails with Bigane Vessel Fueling Co., based in Chicago. "The material was presented well, too."

Joining Kelley, Lupton and Russo in completing the class were fellow Seafarers William Badgley, Robert Cullifer, Gregory Dixon,

Continued on page 6

Hall Center Enhances Trainee Program Revamped Curriculum Complies with STCW Requirements

The Paul Hall Center for Maritime Training and Education has enhanced and expanded its curriculum for entry-level mariners.

For years, the trainee program exclusively has consisted of 12 weeks of training at the center's Lundeberg School of Seamanship. Now, following an extensive internal review of the class, the revised program will feature 90 days of shipboard training plus increased schooling at the center in Piney Point, Md. Overall, the new curriculum—to be known as the trainee-apprentice program—will last about 2.5 times as long as the old class.

Lundeberg School officials explained that many of the revisions were made so that students may comply with amendments to an international maritime treaty governing the methods used to train and certify merchant mariners. Parts of that agreement, the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW), took effect February 1, and other segments will be phased in during the next few years.

More than 100 nations are signatory to STCW. Among the pact's myriad requirements is practical demonstration of shipboard skills for certification.

"We would have had to add at least two months to the program in order to have our entry-level mariners certified under STCW," noted Bill Eglinton, director of vocational education at the center and one of the U.S. representatives during the

international meetings to amend STCW. "With the amendments kicking in this year, and considering all the changes in shipboard technology, this was the right time to offer a restructured and improved trainee-apprentice program."

The new course, which also raises the student age limit from 24 to 30, consists of three segments.

The first is a 12-week initial training phase very similar to the former trainee program. Vessel familiarization, firefighting, first aid and CPR, water survival, vessel operations and maintenance, sanitation and other topics will be covered, with an emphasis on practical training.

Next, students will ship out for a (minimum) 90-day shipboard training and assessment phase. Students will complete at least 30-day rotations through the deck, engine and steward departments. Department heads will conduct student evaluations, and vessel masters will verify the appraisals.

Students then will return to Piney Point for department-specific training that prepares them to sail either as ordinary seamen, wipers or steward assistants. (A student will select one department.) This phase also will include the tankerman assistant DL course and the LNG familiarization class, thereby allowing students to meet STCW requirements for sailing on tankers, including LNG carriers.

This year marks the center's 30-year anniversary. The facility opened in August 1967.



Graduating from the Paul Hall Center's first tankerman-PIC (barge) course are (first row, from left) Kevin Kelley, Ken Frankiewicz, Dan Van Sciver, David Lupton (second row) John Smith (instructor), Ambrose Russo, William Badgley, (third row) Robert Cullifer, Shawn Kane and Greg Dixon.

Seafarers Crew 3rd Converted RO/RO

USNS Yano Joins Military Prepositioning Fleet

The delivery last month of the USNS Yano in San Diego marked new job opportunities for Seafarers as the converted roll-on/roll-off (RO/RO) vessel became part of the U.S. Military Sealift Command's (MSC) prepositioning fleet.

The Yano is the third of five former Maersk containerships to be converted for operation by SIU-contracted Bay Ship Management for MSC. The USNS Shughart and USNS Gordon were delivered to MSC last year; the USNS Soderman and USNS Gilliland are slated to join the fleet later this year.

The five converted RO/ROs are part of the strategic sealift program, which resulted from a major study of U.S. sealift capabilities in the early 1990s. In all, 19 RO/ROs are scheduled to be built or converted at U.S. shipyards by the year 2001 as part of

this program.

It took nearly three years to convert the Yano at the National Steel and Shipbuilding Company (NASSCO) shipyard. The 907-foot vessel now features six new cargo decks, internal and external access ramps, new cargo hatches for each deck, two side ports and a pair of twin-boom cranes for self-loading and unloading. This conversion (and those of the other four ships) is designed to make the Yano ideal for the loading, transport and discharge of U.S. military equipment.

Specifically, the Yano will be utilized as a U.S. Army and U.S. Marine Corps support ship. Its primary cargo is expected to be tanks, helicopters, armored personnel carriers, high-mobility military vehicles (HMMVs) and tractor-trailers.

The Yano is named in honor of Sgt. 1st Class Rodney J.T. Yano

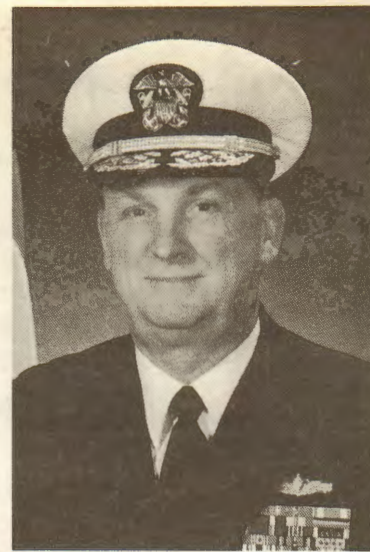
of Kailua-Kona, Hawaii, a Medal of Honor recipient killed in Vietnam in 1969 while serving as a helicopter crew chief with the state Armored Cavalry Regiment.

MSC noted that Sgt. Yano, "while in an exposed position aboard a command and control helicopter during action against enemy forces in a dense jungle, fired upon the enemy in the face of intense small arms and anti-aircraft fire. Even after a prematurely exploding grenade covered him with burning phosphorus and left him severely wounded and partially blinded, Yano hurled blazing ammunition from the helicopter at the enemy until the danger was past. This selfless action prevented further injury and loss of life to the rest of the crew members."

Yano's parents attended the ship's christening January 18 at NASSCO.



Vice Admiral James B. Perkins



Vice Admiral Philip M. Quast

Perkins Takes Helm from Quast To Become New MSC Commander

Vice Admiral James B. Perkins last month replaced Vice Admiral Philip M. Quast as the Commander of the U.S. Military Sealift Command (MSC).

Perkins previously served as Deputy Commander in Chief and Chief of Staff for the U.S. Southern Command for more than two years. His record also includes service as commander of U.S. Naval Forces in Guam and as Deputy Chief of Staff for the commander of Naval Surface Force, U.S. Pacific Fleet.

Additionally, he served as commander of the Navy's Amphibious Group Three and led combined Naval Forces in Somalia during Operation Restore Hope.

A graduate of the Naval Academy, Admiral Perkins has an extensive record of military shipboard service. His many awards and citations include the Bronze Star with Combat "V," the Defense Distinguished Service Medal and others.

Quast served as Commander of MSC from August 1994 until last month. He previously served as the director of the Surface Warfare Division, Chief of Naval Operations staff.

President Sacco Honored for MSP Efforts

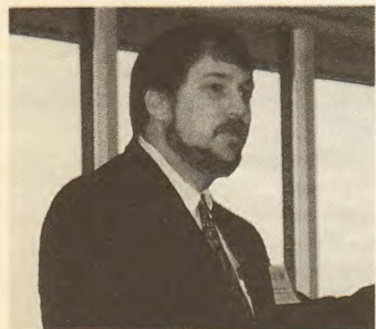


SIU President Michael Sacco (second from left) recently was honored by the Containerization and Intermodal Institute in New York for his role in helping secure passage of the Maritime Security Act. In presenting its 25th annual "Connie" Award, the institute—a professional trade organization—described Sacco as the leading union official spearheading the legislation that resulted in the Maritime Security Program. Also pictured are (from left) former Sea-Land President Paul Richardson; David Tolan, senior vice president of Sea-Land and a co-recipient of the 1996 Connie Award; and Richard A. Simpson, vice president of Crowley Maritime and chairman emeritus of the institute. (Richardson presented Tolan's award, while Simpson presented Sacco's.)

Safety, Training, Compliance Needs Tackled At 2-Day Paul Hall Center-MSC Conference

Safety aboard U.S. Military Sealift Command (MSC) vessels and the changing requirements for mariner training and certification were the main topics last month during a two-day conference between representatives of the Paul Hall Center, MSC and MSC-contracted companies.

The meetings took place at the Paul Hall Center's Lundberg School of Seamanship, located in



John Torgersen of Bay Ship Management addresses participants in last month's conference at the Paul Hall Center.

Piney Point, Md.

"It's important that we maintain open lines of communication and ensure that the SIU and the Paul Hall Center are meeting the training needs of MSC," stated SIU Vice President-Contracts Augie Tellez, who participated in the conference. "By doing this, we are enhancing shipboard safety, providing qualified manpower and ensuring job security."

Bill Eglinton, director of vocational education at the center, pointed out that MSC last month underwent a major restructuring, another reason for the seminar. "We want to make sure that our curriculum fits in with the changes at MSC, while still providing the most comprehensive, up-to-date training available anywhere for merchant mariners," he said.

The conference included an overview of what MSC has dubbed its "reinvention;" detailed looks at the various safety train-

ing available at the school; a presentation on what the union and the school are doing to comply with the International Safety Management Code; an examination of how the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW) affect MSC vessels; an outline of various other vocational and academic classes available at Piney Point; and other topics.

"This was the first time many of the participants had seen the school, so I believe they got a better picture of what we offer," Eglinton concluded.

Among those in attendance were Jim O'Hearn of American Overseas Marine Corp.; John Torgersen of Bay Ship Management; Harry Rogers of Interocean Uglund Management; John W. Morrison of Ocean Ships

First 9 Boatmen Graduate From New Tankerman Class

Continued from page 5

Ken Frankiewicz, Shawn Kane and Dan Van Sciver.

The federal regulations that led to the development of the tankerman-PIC (barge) course change the present tankerman rating to tankerman-PIC and define the qualifications of tankermen and other mariners involved in cargo operations. The regulations require such mariners to complete training and testing meriting the

new endorsement from a Coast Guard-approved facility such as the Paul Hall Center.

Mariners currently sailing as tankermen who renew their z-cards before March 31 will be considered as holding the tankerman-PIC (barge) endorsement until their documents expire. However, when renewing z-cards after March 31, mariners must show proof of completing a Coast Guard-approved tankerman-PIC (barge) course and a firefighting course to have the new endorsement listed on the documents.

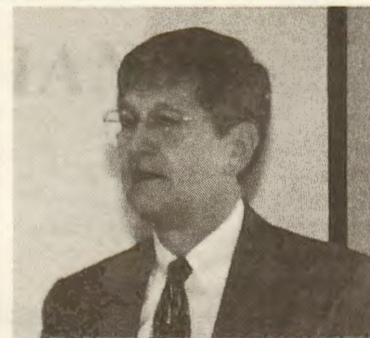
In accordance with federal guidelines, the class is limited to 25 students (per installment). Remaining starting dates for the course in 1997 are March 10, April 7, May 5, June 2, June 30, August 25, September 22, October 20 and November 17.

In addition to expressing satisfaction with the course, upgraders from the first tankerman-PIC (barge) class praised the Paul Hall Center.

"This was my first trip to Piney Point, and I love it," stated Russo, 22. "I have nothing but good things to say about it. The people, the accommodations and the food all are excellent."

"The school employees are very professional," added Lupton, 39. "They really make sure you learn."

"It's an outstanding facility," agreed the 36-year-old Kelley, who, like Lupton, had not upgraded at the school in more than a decade. "The chow is good, the price is right, and the morale and camaraderie amongst the students seems to be at a high level."



Representing the U.S. Military Sealift Command, William Savitsky outlines the restructuring taking place at MSC.

Holdings, Inc.; Phillip Emanuel of Osprey Acomarit Ship Management; Rodney Gregory of RR&VO Partnership; Ed Stribling of U.S. Marine Management; Hank Mayer, Jack Scott and Douglas Currier of Dyn Marine Services; and Jim Hannon of Sealift Bulkers, Inc.

Representing MSC were Jeff Connolly, Steve Burdi, Alan Edkins, Cdr. Jerry Swanson, Peter Bullenkamp, Denis Rumbaugh, Paul Comolli, Charles Schoen and William Savitsky.

Int'l Training Regs Should Be Enforced

Experts Tell MTD Board Increased Education Is Needed for Foreign Mariners

Increased automation aboard ships should be matched by increased training for the crews who man those vessels, according to two experts who deal with foreign-flag, foreign-crewed vessels entering America's ports.

National Transportation Safety Board (NTSB) member John Goglia and Captain Joe Clayton, president of the New Orleans-Baton Rouge Steamship Pilots Association, told the executive board of the AFL-CIO's Maritime Trades Department (MTD) during its winter meeting last month that more training in emergency operations as well as everyday work is needed and must be glob-



Urging foreign nations to enforce the maritime training treaties they sign is Joe Clayton, head of the New Orleans pilots association.

ally enforced to prevent accidents similar to the one that occurred December 14 in New Orleans when the Liberian-flag, Chinese-crewed *Bright Field* struck a riverside shopping center, injuring more than 100 people.

Educate Crews

Goglia, who was named to the NTSB by President Clinton in 1995, said well-trained crews are needed because of the international effort to reduce manning aboard ships.

"If we are going to rely upon all this automation from the bridge to keep our ships on course, going in the direction we want and avoiding other ships, then we best make sure that the bridge understands those systems fully, not 50 percent," noted Goglia, who worked with the International Association of Machinists on safety issues prior to going to the NTSB.

He recalled one of his first marine investigations as a member of the board involved a ship equipped with engines built in Germany and a crew composed of Filipinos with some American officers. The vessel had an engine problem and all the manuals aboard the ship were written in German.

"Nobody on the boat spoke German," Goglia stated. "How

could they read the manuals to tell them how to operate the engines?"

"I know how it was done. It was done by osmosis!"

Goglia said the investigation showed each crew learned the basics of running the engine from those they were succeeding.

"Lots of things get lost when we do it that way. People don't understand the systems. They only understand what they were shown. It is not the way to go," he added.

Compete with Americans

Following up on Goglia's remarks, MTD President Michael Sacco noted the problems concerning untrained crews and language barriers are nothing new in the international maritime industry.

"There are people who come into this country with a master's license from Liberia who have never been to sea," Sacco told the MTD executive board. "We've seen 'engineers' who have never been in an engine room who have engineer's licenses from a country that says they're an engineer."

"This is what American mariners are up against every day. Unskilled, untrained foreign seamen aboard substandard ships competing with our merchant mariners. There is no compari-

son," Sacco said.

Clayton, an active pilot in the New Orleans area for 20 years, informed the MTD that he has seen the wide spectrum of ships and crews sail through the Louisiana port. He noted shipowners get what they pay for when it concerns the manning of their vessels.

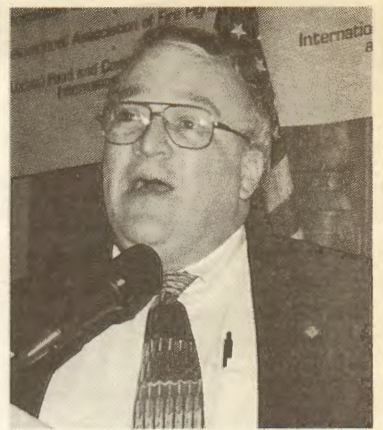
"If you train and certify [crewmembers], then you have to pay them. But if I get you a license at a consulate for \$12, you won't say much. You'll take your check and go home," Clayton informed the MTD executive board.

"We take our merchant marine. We meet all standards, do repairs, inspections, are licensed and drug-tested. And then, we have to go out and compete against organizations that may or may not be maintaining their vessels..." he shook his head and his voice trailed off.

Implement Treaties

Clayton warned the executive board to make sure the nations that sign treaties and conventions for training mariners really enforce these international agreements. He said his experience has shown the countries may be signing the documents but are not implementing them.

"Everybody signs a treaty, everybody talks safety and every-



NTSB member John Goglia states foreign mariners should be better trained to handle problems as crew sizes shrink.

body talks training certification and all that," the pilots association president pointed out.

"Then we end up with a crew out of Bangladesh that I'm not sure has even seen a ship's line when you're trying to tie up."

"We're getting a lot of verbal assistance and commitment by foreign-flag, Third World ships and owners, but it's not coming out at the other end."

He stated that if the treaties and agreements were being met overseas, the shipping companies would be paying more for their crews. "If you follow the treaties, it is expensive. Just ask the American companies."

"As a pilot, I've seen all types of crews and makeups and all kinds of flags. But nobody has exceeded the skill and dedication and the effectiveness of U.S. crews," Clayton declared.

Legislators Tell MTD Board: Enemies Are Targeting Labor

Warning the AFL-CIO's Maritime Trades Department (MTD) executive board that the opponents of working people will be attempting to enact legislation designed to weaken organized labor's influence, two members of the U.S. House of Representatives pledged their support to block such an effort.

Reps. Loretta Sanchez (D-Calif.) and David Bonior (D-Mich.) informed the board, which is composed of officials from the MTD's 33 member unions representing nearly eight million workers, that the enemies of working men and women are looking for ways to change working conditions in shops and businesses around the country.

"They are after you," stated Sanchez, who is a member of the House Education and the Workforce Committee. "I'll be very blunt about it."

The newly elected California legislator described several issues Congress will debate during the next two years that could have an impact on organized labor and working people.

One of the debates will deal with businesses being allowed to provide employees with compensatory time off at a later date for extra work performed during a pay period, rather than providing overtime wages.

Sanchez, who operated a small business before going to Capitol Hill, said the people wanting

comp time are those making more than \$80,000 a year, not the working families who depend on overtime wages "to pay the bills, to provide shoes for their kids when they walk to school."

She said these working people find time to be with a family member or do housework between "11 p.m. and 2 in the morning when they do ironing, spend time with the wife, paint the walls or whatever is needed."

Another issue she said Congress will review is allowing businesses to create sham company-dominated unions under legislation called Teamwork for Employees and Management (TEAM) Act.

Joining Sanchez in opposition to the TEAM Act was Bonior.

"The TEAM Act has nothing to do with building a team," stated the House minority whip.

"It's about destroying unions and destroying teamwork! It's about creating wedges in the workplace!"

Bonior also noted the enemies of working people are looking to amend the Occupational Safety and Health Administration (OSHA), which enforces the nation's laws regarding working conditions.

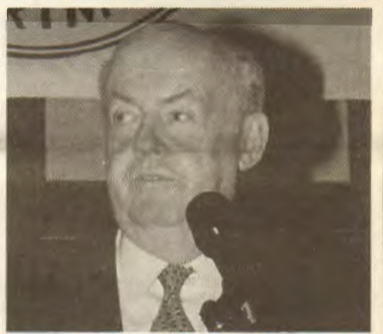
"They like to say it's about rules and regulations," Bonior said. "But it is about the health and the safety of American workers."

AFL-CIO President John Sweeney told the MTD executive board that the national federation of trade unions (to which the SIU belongs) will maintain its fight in the halls of Congress for working men and women, while making plans to improve their lives.

The executive board, meeting in Los Angeles February 13 and 14, unanimously supported a statement pledging the organization to fight for good jobs; quality education; affordable health care; and fair tax, trade and economic policies for all Americans.



Rep. Loretta Sanchez (D-Calif.) warns the board that the foes of labor are looking to enact bills harmful to working people.



Stating America's working men and women need a stronger voice on Capitol Hill is AFL-CIO President John Sweeney.

Cabotage Laws Should Be Preserved

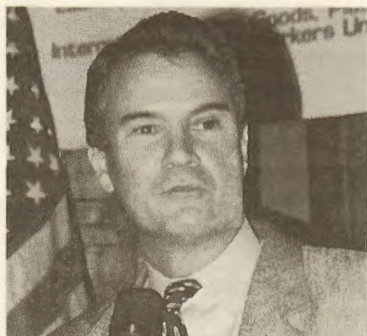
Continued from page 3

maritime industry to demonstrate the difference between American merchant mariners and those from overseas. He said his work aboard the vessels plying the port of New Orleans showed him a tremendous difference between well-trained American crews and those from overseas with little-to-no maritime skills.

As an example, Clayton drew from testimony taken by the National Transportation Safety Board and the U.S. Coast Guard after the December 14 crash of the Chinese-crewed, Liberian-flag *Bright Field* into a New Orleans riverside shopping center.

The cargo ship lost power heading down river near Algiers Point. The investigation revealed this was the third time that day that the *Bright Field* had lost its engine.

During questioning, the cap-



Sen. John Breaux (D-La.) states it is wrong to allow foreign ships to sail America's waterways without complying with American laws.

tain of the *Bright Field* stated he did not acknowledge orders from the pilot, nor remember that the bridge had an engine override button. Clayton said such factors showed the captain as well as the crew of the cargo ship were poorly trained and not able to handle an emergency situation.

Shipbuilding Programs Offered To Take Fleet into Next Century

Continued from page 3

Oil Pollution Act of 1990 could provide another \$8 to 10 billion in building costs for domestic shipyards.

Hub System

"If we can get together and make those kind of investments, I don't think anybody is going to be talking about replacing the Jones Act," the CEO of Totem Resources added.

Another way to help shipbuilding and preserve the Jones Act was provided by Sen. John Breaux (D-La.) who outlined a proposal to develop a hub system for feeder ships along America's coastlines.

He said the members of Congress and the U.S.-flag maritime industry should be able to use the Jones Act to expand some of the things being done by ships along America's coasts. He noted the current worldwide trend toward building larger ships could limit the harbors where these vessels can call, thus a new market could be created.

"As ships get larger, we should establish hub ports, like the air-

lines. This would allow for the construction of a large number of smaller vessels—U.S.-flag, U.S.-built, U.S.-crewed vessels—that will be able to work up and down the coastlines," said the former chairman of the Senate Merchant Marine Subcommittee.

"This would mean more ships and more mariners doing Jones Act work along our coasts. This is a win-win situation."

MTD President Michael Sacco pledged the organization's support to create a new domestic shipbuilding program. He said these proposals brought before the executive board show that interest in a strong U.S.-flag merchant fleet for the 21st century continues to grow following the passage of the Maritime Security Act last year. (That measure provided a 10-year program to help fund a variety of militarily useful, U.S.-flag vessels.)

"I'm really excited about these new programs being discussed," Sacco declared. "These ventures would show the world that U.S. shipping is here to stay. They would protect American workers, American jobs, American benefits and American families."

Seafarers Successfully Complete First LNG Recertification Course

Eleven Seafarers who sail aboard tankers that carry liquefied natural gas (LNG) completed the new LNG recertification course at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. last month.

The course consists of a safety program specifically designed for those who have served aboard LNG vessels. Seafarers from all three departments who sail aboard SIU-contracted Energy Transportation Corporation (ETC) vessels attended the three-week class and concurred the material covered was very beneficial.

"I think this is a good course. It is important for us to refresh ourselves on the many details of working aboard LNG vessels," said **Judi Chester**, a chief cook who sails from the port of San Francisco. "The most important aspects of the course for me were the advanced firefighting, CPR and first aid. It was very informative and a good refresher on many of the skills it takes to sail aboard

a tanker that transports LNG."

An 11-year member of the SIU, **Chester**, who most recently sailed aboard the *LNG Aries*, added that attending the school "was very worth my time. I will recommend the course to everyone I know who sails with the ETC fleet."

Other upgraders in the class also found the recertification program valuable and informative. **Jack Pegram**, an AB who sailed aboard the *LNG Leo* prior to his Piney Point stay, noted, "The class as a whole made me feel up-to-date on the entire shipping program. It really helped me understand current technology in the LNG industry. It was also great to be with so many other Seafarers who sail aboard ETC ships. We were able to associate with one another in a productive, learning atmosphere."

STCW Requirement

The Lundeberg School developed the recertification program

primarily in response to 1995 amendments to an international maritime treaty (known as STCW) to which the United States is signatory. The updated agreement requires specific training for mariners sailing aboard LNG carriers.

For Seafarers on ETC vessels, the pact calls for training in "advanced practical firefighting techniques and tactics applicable to gas tankers, including the use of water-spray systems," the amendment reads. The recertification course features this training and much more.

A second factor used to establish the special LNG program was ETC's request that additional training be provided to SIU members who sail with the fleet to enhance shipboard safety.

Extensive Curriculum

The overall objective of the LNG recertification course is to provide Seafarers with the theoretical and practical knowledge for the safe operation of LNG vessels. This includes instruction in the prevention of accidents.

In addition to advanced firefighting and CPR, the LNG recertification class covered LNG ship operation and catwalk watch, hazardous materials (HAZMAT) and emergency procedures aboard LNG carriers, confined-space safety, mooring and winch operations, hand signals for deck operation, LNG cargo pumps, inert gas generators, nitrogen gas systems, LNG vapor compressors, boil-off and warm-up heaters and more.

Following an extensive series of drills, exercises and classroom work in each area of study, the Seafarers had to demonstrate their proficiency by passing a final exam.

Seafarers also were briefed on cultural awareness about Japan and Indonesia, the countries called on by the eight SIU-crewed ETC vessels. This included the customs of behavior and dress

while in the two nations.

Besides **Chester** and **Pegram**, other SIU members who attended the recertification program include **AB Billy Hanbury**, **AB Frank Vogler**, **AB Robert**

Woodson, **QMED Joseph Arnold**, **QMED Riley Donahue**, **QMED John Orr**, **Recertified Bosun Bert Gillis**, **Recertified Steward Alexander Reyer** and **Chief Cook Glenn Williams**.



AB Jack Pegram, Chief Cook Judi Chester and Chief Cook Glenn Williams agree that advanced firefighting is one of the best aspects of the Paul Hall Center's new LNG recertification course.



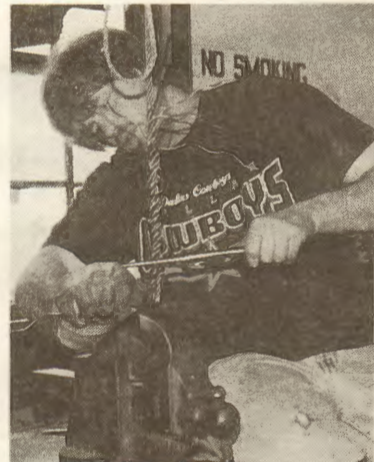
Recertified Bosun Bert Gillis (left) and AB Robert Woodson practice making a boat fender.



Demonstrating how a class B fire is extinguished using a low velocity fog nozzle are Chief Cook Judi Chester and her classmates.



Lundeberg School instructor Ed Boyer (right) holds a wire splice together for AB Frank Vogler during a practice session.



AB Billy Hanbury carefully practices splicing wire.

MTD Pledges Support to Strawberry Workers

The member unions of the Maritime Trades Department (MTD) of the AFL-CIO, including the SIU, announced their support for a national effort to help improve the lives and working conditions of strawberry workers in California.

The action occurred last month when the MTD executive board, made up of officials from the 33 unions affiliated with the department, unanimously approved a statement calling for an end to low pay, foul sanitary conditions and sexual harassment on the job. The executive board urged its member unions, as well as its 27 port councils, to join a march of support organized by the United Farm Workers (UFW) for the strawberry workers in Watsonville, Calif. on April 13 and to support the union's campaign with grocery stores to seek an increase of 5 cents in the price of a pint of strawberries to improve the strawberry workers' wages as much as 50 percent.

Before passing the statement, UFW President Arturo Rodriguez told the MTD executive board

that the campaign affects 20,000 workers who earn an average of \$8,500 a year. He said they work 10 to 12 hours a day, stooping in fields to pick the crop.

The UFW president pointed out that sometimes they are forced to work off the clock in order to complete their assignments. In other cases, Rodriguez said, the union has verified reports that women are forced to have sex with the foremen in the fields or nearby vans in order to keep their jobs or those of their family members.

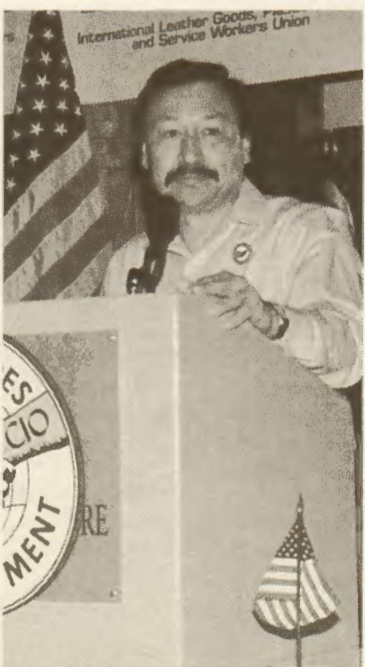
The UFW march is coordinated to take place at the beginning of strawberry-picking season, Rodriguez noted.

"We want to create a crisis for the strawberry industry with the biggest march in the history of the Salinas Valley," he said, adding that 20,000 people are expected to attend. He knows of farm workers from as far away as Florida and Texas chartering buses to participate.

MTD President Michael Sacco told Rodriguez that the UFW and the strawberry workers could

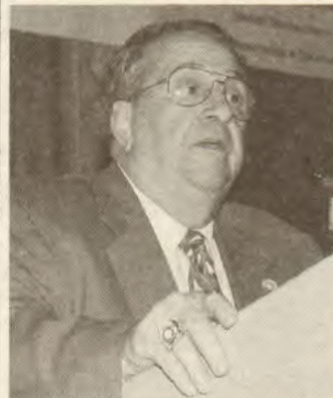
count on the department and its members for help and support.

"We'll see you on the 13th," Sacco declared.



Farm Workers President Arturo Rodriguez describes the plight of California strawberry workers to the MTD executive board.

Seeks Dredging Support



MTD Vice President Willie Zenga urges MTD executive board members to call on local, state and national officials affiliated with the port of New York/New Jersey to clear the red tape that is preventing dredging from taking place.

Thanks MTD for Action



Hal Creel, chairman of the Federal Maritime Commission, thanks the MTD executive board for its work in keeping maritime out of the General Agreement on Tariffs and Trade and the World Trade Organization.

ITF Gets \$200,000 in Back Pay for Weary Crew of Unsafe Ship

Latest Case Illustrates Hazards of Runaway Flags

Imagine sleeping on the same unwashed sheets for a year.

Picture sailing aboard a rust-riddled cargo ship that has no protective gear for crewmembers and no functioning radar.

Think about living for one year with a severe shortage of food—illustrated by your eating a catsup sandwich to celebrate your country's most important holiday.

For the crew of the Cyprus-flag, Romanian-owned *Pacific Frost*, these nightmarish conditions and others were a reality until the International Transport Workers Federation (ITF) recently intervened on their behalf, first in Newport News, Va. and then in Jacksonville, Fla..

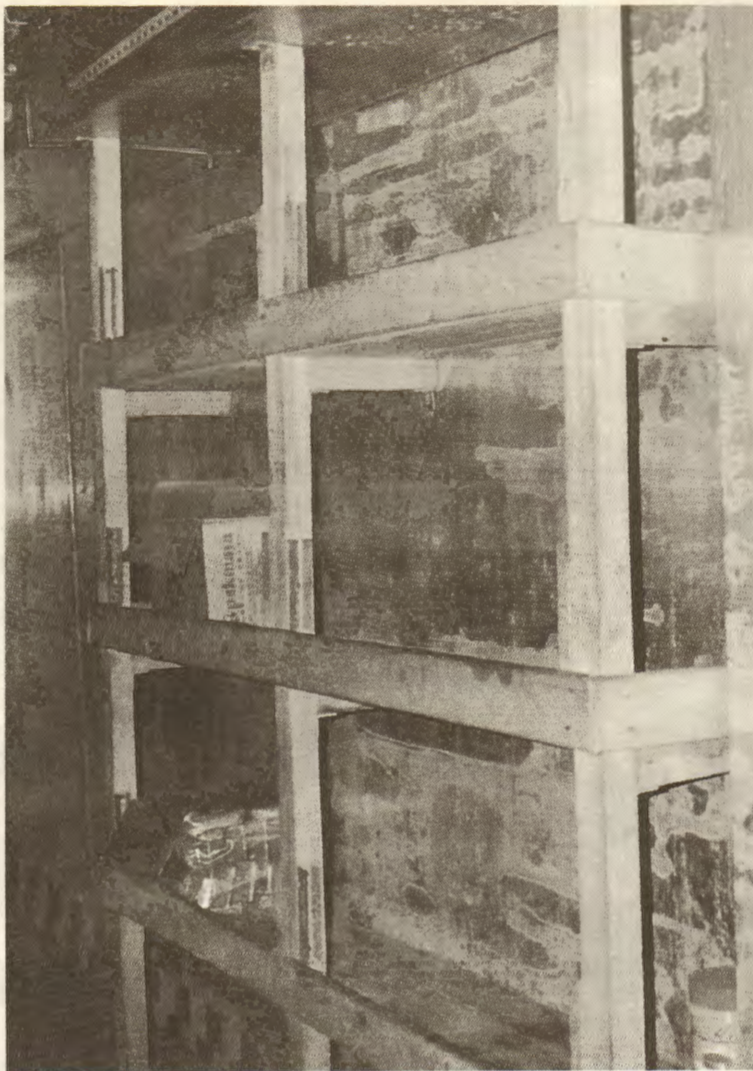
The SIU's ITF inspector, Edd Morris, assisted by SIU Patrolmen Sal Aquia and Pat Vandergrift, secured \$200,000 in back wages for the crew. They also garnered repatriation expenses for the mariners and fresh stores for those remaining onboard.

"The *Pacific Frost* and eight sister ships are owned by the Romanian government, chartered out with foreign vessel-managers and charter-brokers, but use Romanian mariners," noted Morris. "This so-called fleet has a history of delayed or non-payment of wages for as long as a year. Food, medical care and working conditions also have been chronically disregarded."

He added that, in part because of pressure from the ITF in several nations, the vessels "slowly are being brought up to acceptable standards."

A Plea for Help

In late November, the *Pacific Frost's* crew sent a letter to Morris describing their plight and



The runaway-flag ship's meager stores are evident in this photo taken by SIU Patrolman Sal Aquia

asking for help. Among the concerns the mariners expressed were:

- no spare parts for any of the ship's machinery, including the main engine and cylinder heads
- no protective equipment for a year (such as goggles, gloves, work boots, etc.)

- master denied crew medical treatment

- no detergent or soap for six months

- one set of bed linens per crewmember

- insufficient and poor-quality food, rationed to last twice the normal length of time

- no pay for approximately one year

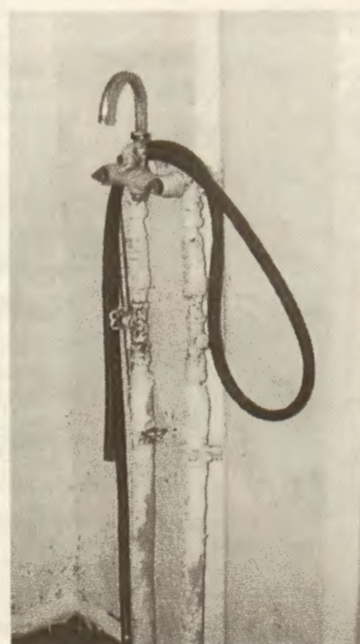
- no tools or machinery for cleaning the deck or engine room

- sailed shorthanded for several months

- malfunctioning radar

- malfunctioning heads and washing machine.

As requested, Morris met the ship in Newport News. He immediately secured partial payment of back wages and also arranged for the balance (including repatriation expenses) to be paid at the ship's next port of call, Jacksonville.



Plumbing problems pervaded the *Pacific Frost*. The crew showered by using hoses like the one pictured here.



Early this year, the ITF secured back pay and repatriation for the crew of the rusty, poorly equipped *Pacific Frost* in Jacksonville, Fla.

All Too Common

For those familiar with the ways of runaway-flag shipping, the case of the *Pacific Frost*, while unquestionably appalling, probably seems commonplace. That is because the seas are littered with thousands of such vessels.

In the world of runaway flags, safety and decent treatment of crews often are disregarded in order to maximize profits. The shipowners get away with it by registering their vessels in countries other than the nations of their citizenship. They frequently use manning agents from a third country to hire the cheapest possible labor, and they might also employ operators from yet another nation. (For instance, the *Pacific Frost* was chartered to a Greek company.)

By utilizing this scheme, unscrupulous shipowners avoid paying the taxes and following the safety and labor laws of their home nations. Unfortunately, as explained last year in a report by the Organization for Economic Cooperation and Development (OECD) in Paris, such owners can turn a profit while running this scam (at least in the short run).

As the *Houston Chronicle* reported last year in a series of articles largely focusing on runaway-flag shipping, "... the world's seas are routinely traversed by thousands of aged, poorly maintained ships that lack the most basic lifesaving equipment. Such ships often are manned by overworked,

ill-trained sailors who are unable to communicate, especially during crises, because of language barriers. Cultural differences add to the tension."

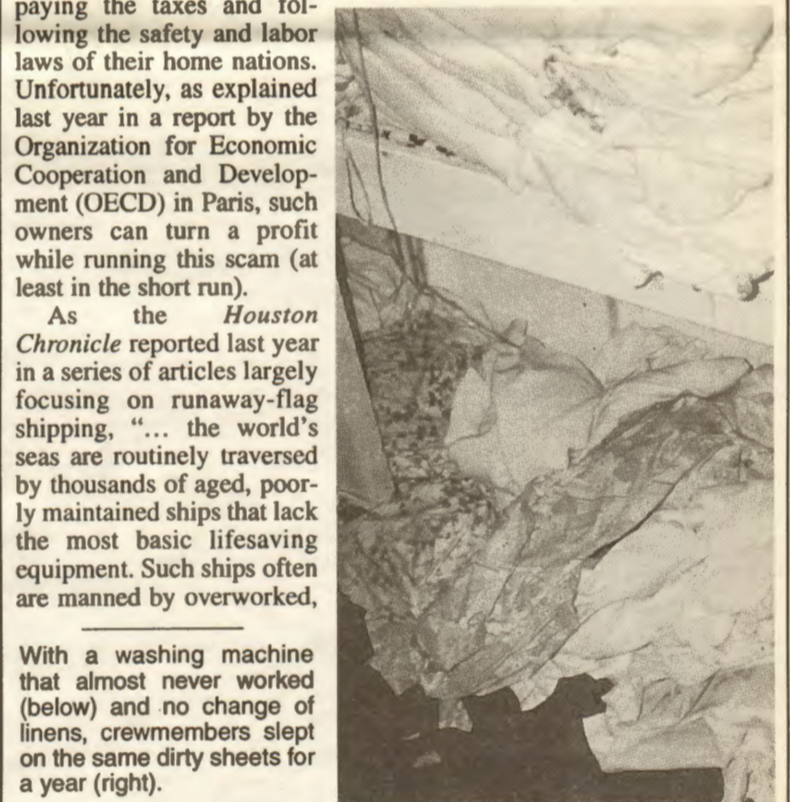
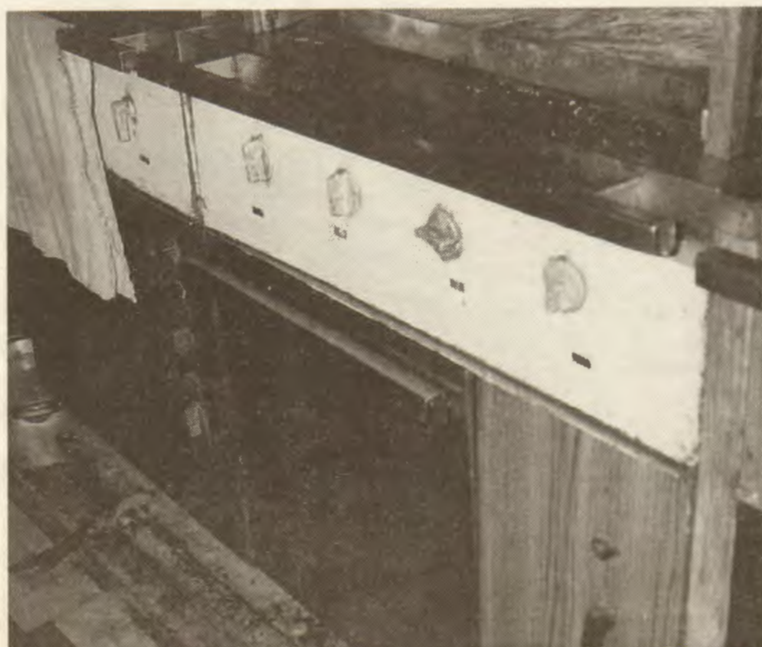
Leading the fight against runaway-flag shipping as well as other substandard shipping is the London-based ITF, which represents about 10 million transportation employees from 470 trade unions worldwide, including the SIU.

The Seafarers Section of ITF, which is chaired by SIU Secretary-Treasurer John Fay, has inspectors throughout the world assisting crews of runaway-flag ships and working to ensure the shipowners are held accountable.

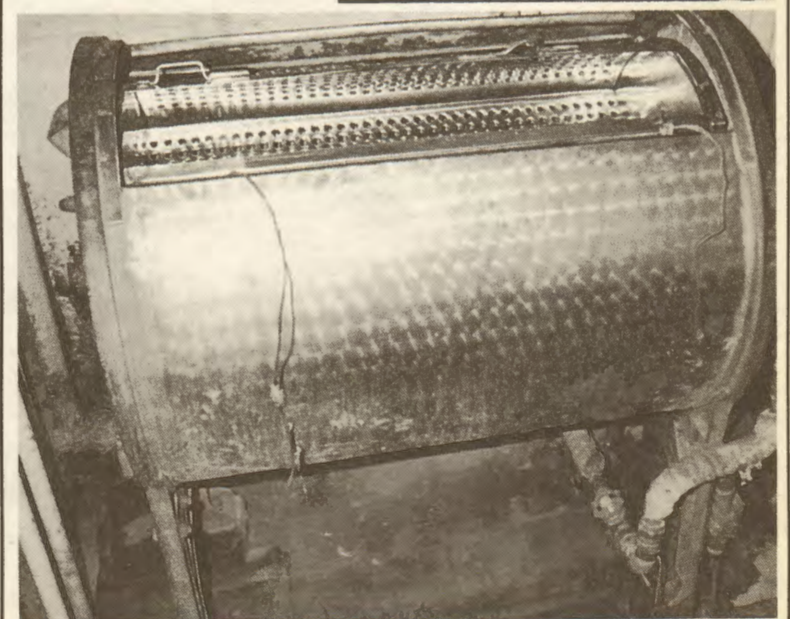
The ITF also assists as many crews as possible that need help, whether or not their vessels are runaway-flag ships.



Like the rest of the ship, the galley was in a state of disrepair. Only one burner worked (above photo), and the ovens (below) were inoperable.



With a washing machine that almost never worked (below) and no change of linens, crewmembers slept on the same dirty sheets for a year (right).



SIU Scholarship Winners: Where Are They Now?

S. Michael Patton — Attorney

S. Michael Patton, a graduate of the entry program at Piney Point (Class 142), was one of two active Seafarers to receive a four-year scholarship award in 1979.

In his scholarship application, the deep sea mariner (who earned his QMED rating at Piney Point) credited his seafaring experiences as being a positive influence on his life. "Those five years (at sea) have given me confidence and a sense of responsibility," he wrote in the autobiographical portion of his application. "I realize now that my future—my career—will not come by divine revelation but by hard work, and that I can do and do well, any job I set my mind to."

And that is exactly what happened.

In a recent letter to the Seafarers Welfare Plan, Patton updated the SIU on his activities since receiving the scholarship.

"After graduating from Class 142, I shipped for eight years on and off. With the [Seafarers] scholarship and the tough work experience at sea, I made straight A's attending engineering school [he received his bachelor's in mechanical engineering in 1983 from the University Wisconsin, Madison and continued to ship on the Great Lakes when he could], which gave me the academic record I needed to get into Harvard Law School (Class of 1991)."

He then worked in New York City for several years and now lives in Milwaukee (with his wife, Gwen, and 15-month-old daughter, Rose), where he works for a law office as an intellectual property attorney, concentrating on patents and licensing

copy-
rights.

Patton still credits his years with the SIU as a moving force in his life and believes that his time at sea translated easily into his present position. "The exposure and contact with engineroom systems, power plants and electrical components gave me a tremendous advantage over other people who started college right out of high school and has been of enormous value in helping me deal with clients in my legal practice," he stated. "I have a broader range of experience than many patent officers who have never worked in the industry."

Patton would love to hear from any of his former shipmates. He would also be more than happy to talk to anyone who is considering applying for the SIU scholarship, firmly believing that if it made a difference for him, it can help someone else as well. Mike Patton may be contacted by e-mail at mpatton@foleylaw.com.



The transition from Seafarer to attorney was not all that difficult for Mike Patton, a 1979 scholarship winner.

Ophelia Griffin — Teacher and Student

In 1990, Ophelia R. (Umali) Griffin had graduated Waipahu High School in Hawaii and enrolled as a freshman at the University of Hawaii at Manoa, hoping to eventually teach mathematics. Her father, Florencio Umali, an SIU member since 1986, was sailing deep sea.

That year, she received one of the four dependent scholarships awarded by the Seafarers Welfare Plan for study at a four-year college or university. The scholarship—combined with hard work—helped her achieve her dreams.

Now married, living in Illinois and the mother of a 5-year-old son, Griffin has written a letter to the SIU's scholarship program, keeping it informed as to her activities and thanking the scholarship committee for selecting her.

I am happy to share with you the good news about my studies. With the help of your [Seafarers] scholarship, I was able to complete my bachelor's degree in elementary education (specialty in mathematics) from the University of Illinois at Urbana-Champaign (UIUC) in August 1995. Following my graduation, I was fortunate to land a job teaching mathematics, reading and language arts in the Title I program at Edison Middle School in Champaign. I am currently back in school, working on my master's degree in the Department of Curriculum & Instruction at my alma mater. I plan to return to teaching upon completion of my master's.

I am also happy to inform you of my husband's success in graduate school. After five years of hard work and research,



In a photo taken last year, 1990 scholarship winner Ophelia Griffin poses with her husband and son.

my husband finally received his Doctor of Philosophy in anthropology at the UIUC in October 1996. He is currently working as a post-doctoral research fellow at the U.S. Army Construction Engineering Research Laboratories in Champaign. We are both very proud of our accomplishments.

As for my son, Timothy, he is turning five years old on the 21st of this month [January 1997]. I am looking forward to his starting kindergarten in August of this year. He is certainly growing into a smart young boy.

Once again, I would like to say thank you very much for all the help you gave me through your scholarship program. I wish you much success in being able to help other students fulfill their educational goals.

A Seafarers Scholarship Is MONEY IN THE BANK



There's Still Time
Don't Delay—Apply Today!

April 15 Is Deadline for Scholarship Application

April 15 is just around the corner. If you plan to apply for one of seven scholarships being awarded by the Seafarers Welfare Plan this year to help qualified Seafarers, their spouses and dependent children finance a college-level education—now is the time to do it.

April 15 is fast approaching, but with a little organization, there is still time to collect the necessary information and send in a completed application package.

First, an application form is required. The booklet containing this form may be obtained from any SIU hall or by filling out the coupon below and returning it to the SIU Scholarship Program of the Seafarers

Welfare Plan. Eligibility requirements are spelled out in the booklet.

The application form, itself, is easy enough to fill out. But the entire application package contains a number of additional items which must accompany the form. They include:

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

With the cost of a college education rising each year, the SIU scholarship

is one SIU benefit that can help members and their families realize their educational goals. Four of the scholarships are set aside for the children and spouses of Seafarers. Each of these four stipends is for \$15,000 and is to be used at a four-year college or university. The other three are for Seafarers themselves. One of these awards is for \$15,000 for use at a four-year institution of higher learning. The remaining two scholarships amount to \$6,000 each and may be used for study at a community college or vocational school.

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

COMPLETE THIS FORM TO RECEIVE A COPY OF THE 1997 SIU SCHOLARSHIP PROGRAM BOOKLET (AND APPLICATION) AND MAIL TO:

SIU Scholarship Program
Seafarers Welfare Plan
5201 Auth Way
Camp Springs, MD 20746

Name _____

Book Number _____ Social Security Number _____

Street Address _____

City _____ State _____ Zip Code _____

Telephone Number _____

This application is for: [] Self [] Dependent

3/97

Overseas Valdez Galley Gang Treats Crew to Christmas Feast

The crew of the *Overseas Valdez* may not have spent Christmas with their respective families, but Recertified Steward **Tyler Laffitte**, Chief Cook **Brian McEleney** and SA **Heather Stilwell** made extra efforts to ensure their shipmates did not miss out on a mouth-watering holiday feast.

In fact, after a review of the *Valdez's* Christmas menu, it is hard to imagine a finer selection of food than what the steward department served aboard the Maritime Overseas tanker.

Adorned with images of a Christmas tree and Santa Claus, the lunch and dinner menu featured 17 appetizers, five entrees, nine vegetables, five types of pies, plus various cookies and candies. Laffitte, McEleney and Stilwell spent three days preparing the banquet, in order not only to provide delicious meals, but also to make their fellow crewmembers feel more at home.

The rest of the crew acknowledged the galley gang's efforts by extending a special vote of thanks during a union meeting a few days later.

The Christmas appetizer menu included Creole gumbo soup; shrimp cocktail; crab meat salad; baked smoked sausage; stuffed deviled eggs; marinated salmon; stuffed tomatoes; clam dip; shrimp salad; fruit salad; sausage balls; a watermelon fruit basket; macaroni, ham and cheese salad; baked mushroom turnovers; tuna-stuffed eggs; Ritz crackers and egg dip; crabmeat turnovers and a cold roast beef tray.

Entrees were baked lobster tails with garlic butter sauce; filet mignon; broiled steak; roast tom turkey with dressing, gravy and cranberry sauce; baked Jacksonville smoked ham with fruit sauce; and roast prime rib of beef au jus.

Crewmembers enjoyed an array of vegetables including steamed broccoli, steamed peas and carrots, steamed cauliflower, candied yams, mashed potatoes, steamed rice, baked stuffed potatoes, boiled corn on the cob and plain baked potatoes.

For dessert, Seafarers also had plenty to choose from. The steward department prepared pecan,

apple, sweet potato, pumpkin and blueberry pies; various cookies including peanut butter and oatmeal; banana bread; carrot cake; homemade fruit cake; chocolate and peppermint candies and more.



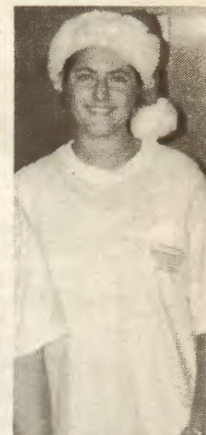
Looking forward to the special fete are (seated, from left) Second Pumpman Kevin Hall, AB Jose Solis (standing, from left) OMU Jose Castro, DEU Abdullah Ahmed, Chief Steward Tyler Laffitte, AB John Wolfe and Bosun Billy Eastwood.



At left and above, many desserts were a highlight of the *Overseas Valdez's* Christmas menu.



Chief Steward Tyler Laffitte (left) and Chief Cook Brian McEleney go all-out to prepare a special Christmas feast for fellow crewmembers aboard the *Overseas Valdez*.



SA Heather Stilwell and her fellow galley gang members spent parts of three days cooking and arranging the holiday meals.

Crescent Tugboats in Mobile Help Keep Order in the Port

The work may not be glamorous, but boatmen aboard the three tugs owned and operated by Crescent Towing of Mobile, Ala. know the importance of their jobs.

SIU members aboard the *Ervin S. Cooper*, *Alabama* and *Admiral Jackson* safely tow, shift and dock vessels in the port of Mobile and surrounding areas off Mobile Bay. They perform all shiphandling from the Mobile Harbor to the sea buoy where the channel begins.

The slips in that port are very narrow, and it takes the skill and experience of the Seafarers working on the harbor tugs to maneuver in tight spots and close quarters. Winds and currents also often present problems for the tugs when they meet a ship and escort it into the harbor.

Safety is, of course, ever present. Boatmen aboard the Crescent tugboats conduct safety drills at least every two weeks, depending on their schedules.

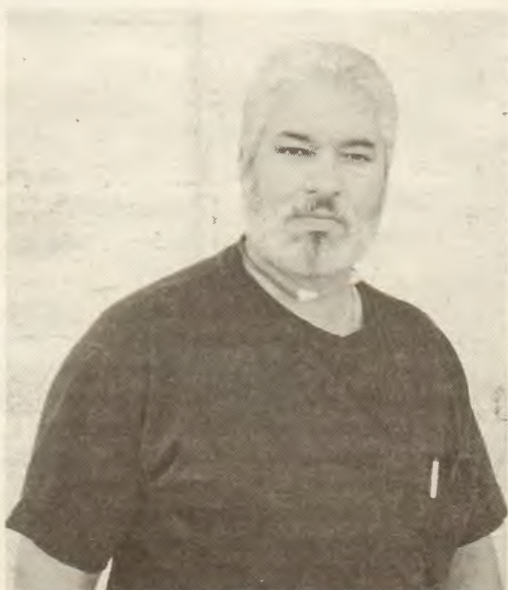
Crescent Towing also operates ship docking tugs in Savannah, Ga. and in New Orleans (where, last December, several Crescent tugs assisted the Liberian-flagged freighter *Bright Field* after it crashed into a shopping center along the Mississippi River).



Steve Woods ties the *Evin S. Cooper* to the Mobile dock.



Roy Saranthus is ready for work aboard the tug *Alabama* in a new docking operation in Mobile Harbor.

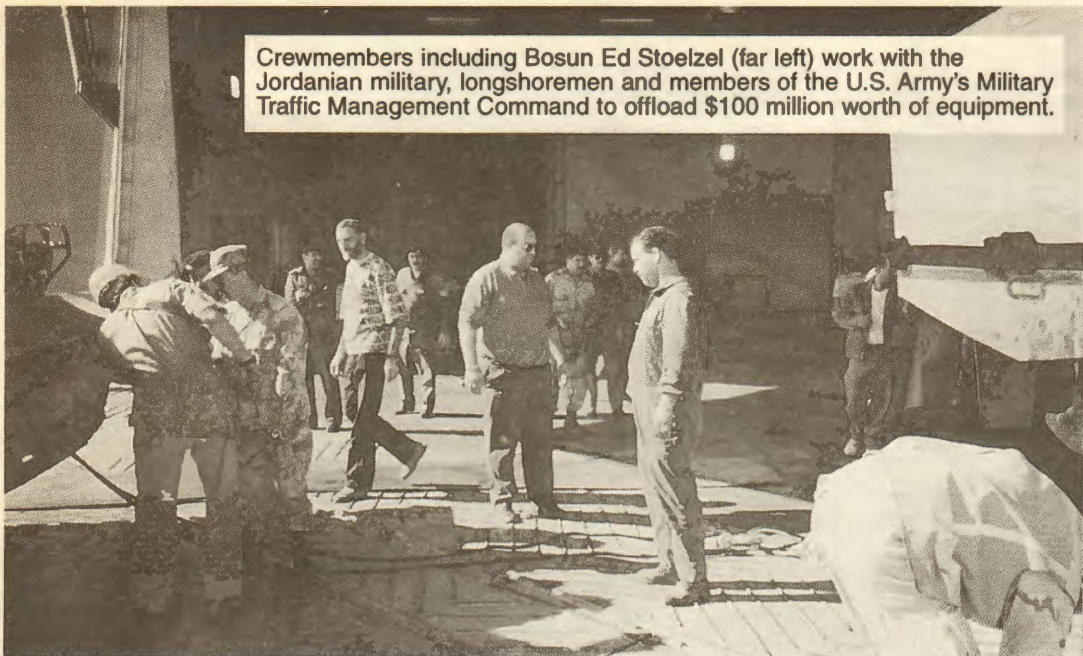


Safety is always of concern to Johnny Johnston and other boatmen on Crescent tugboats.



Aboard the *Admiral Jackson*, Kyle Tucker waits for the tugboat to be called for a shiphandling operation.

Crewmembers including Bosun Ed Stoelzel (far left) work with the Jordanian military, longshoremen and members of the U.S. Army's Military Traffic Management Command to offload \$100 million worth of equipment.



Fifty tanks (left photo) and 18 helicopters (right photo) are part of the military aid package transported by the *Cape Wrath* from the U.S. to Jordan.



SEAFARERS



Give the Royal Treatment

Cape Wrath Delivers

Seafarers aboard the *Cape Wrath* wound down 1996 with a voyage that proved anything but routine. The SIU-crewed prepositioning ship on December 14 not only delivered \$100 million worth of military equipment to Jordan, but also hosted the country's head of state, King Hussein, and dozens of other dignitaries for a shipboard feast and press conference.

The delivery as well as the pier-side gathering at Aqaba went smoothly, according to crewmembers and press reports. CNN televised the press conference. "It was quite a thrill for us and we were pleased to do it," recalled SA Steve Johnson, who sent the photos accompanying this article to the *Seafarers LOG*. "King Hussein personally thanked every one of us. He shook our hands and was very friendly."

Captain Jay C. Burgess noted that the "cargo operation and reception were well-received by all concerned." He added that the entire crew contributed to the successful affair. "All personnel performed as the professional mariners that they are," Burgess said in a letter co-authored by himself, Johnson and Recertified Steward Kyle White. "The Seafarers Union, along with the Harry Lundeberg School of Seamanship, should be proud to count this crew as Seafarers."

Joining White and Johnson in preparing the lavish banquet were Chief Cook Allen Van Buren, Assistant Cook Utility Richard Aversa and SAs Toni Lyon and Milagros Clark.

The galley gang presented a menu featuring six meat trays, numerous fruit and vegetable trays, and 15 different desserts including a cake designed to look like the Jordanian flag.

"Basically, we worked our tails off to put out as much good food as we could," observed Johnson. "I know

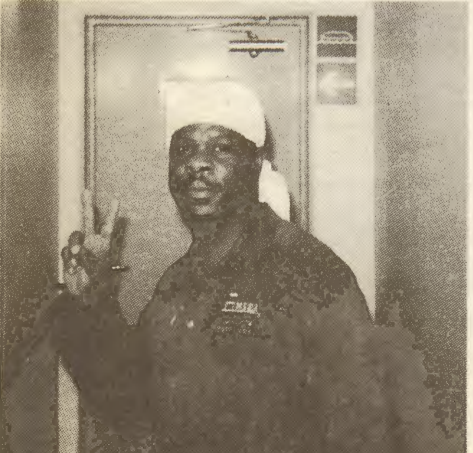
King Hussein Mingles



King Hussein addresses the media on the deck of the SIU-crewed *Cape Wrath*.



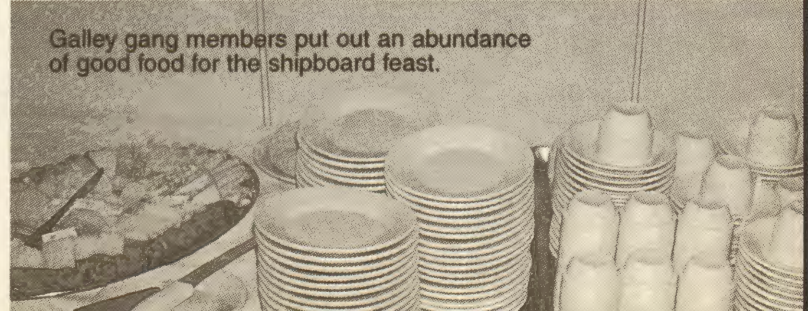
King Hussein chats with U.S. Ambassador Wesley Egan before enjoying the food prepared by the SIU galley gang aboard the *Cape Wrath*.



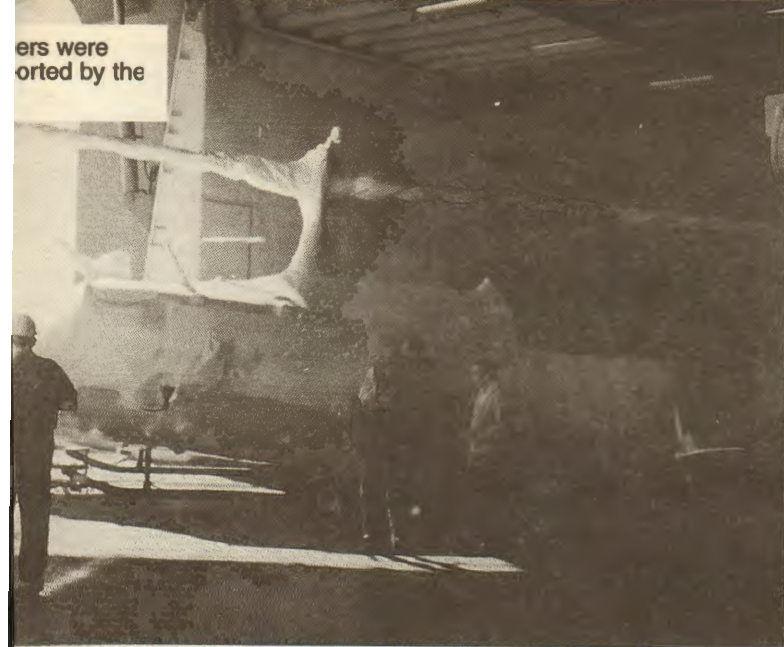
At left, DEU Larry Toston returns to work after shaking hands with King Hussein.



The steward department prepared a lavish feast for the dozens of dignitaries aboard the *Cape Wrath* in Jordan. Pictured from left to right are SA Richard Aversa, Chief Cook Milagros Clark, Recertified Steward Kyle White, SA Toni Lyon and SA Steve Johnson.



Galley gang members put out an abundance of good food for the shipboard feast.



A shore crane lifts a 35-ton boat from one of the RO/RO ship's ramps to the pier.

Equipment for Jordanian Military;

everybody in the steward department was pleased with how it turned out. The crew enjoyed the food, too."

(Johnson also noted that the steward department members initially used the wrong colors on the flag-cake. However, a man from the Jordanian entourage pointed out the mistake, and it was corrected before the official gathering. "He happened to have a machine gun, so we were understandably receptive," Johnson said with a laugh.)

\$300 Million Package

Operated by AMSEA for the U.S. Navy's Military Sealift Command, the *Cape Wrath* delivered 18 helicopters, 50 tanks, 250 trucks, two boats, an air-sea rescue vessel, machine guns and 1,000 night-vision goggles.

That equipment is part of a \$300 million package promised by the Clinton administration to modernize Jordan's armed forces. According to a newspaper report, the rest of the aid

package comprises 16 F-16 jet fighters slated to be delivered by the end of the year.

In their letter to the *LOG*, *Cape Wrath* crewmembers recounted, "During the cargo operation, the crew worked shoulder-to-shoulder with members of the Jordanian military, commercial longshoremen and members of the U.S. Army's Military Traffic Management Command. The most complex work was the offload of a 65-foot patrol boat, designated for the Royal Jordanian Navy.

"According to one of the Army cargo specialists, this is one of the largest outsize pieces of cargo ever loaded onto a RO/RO ship," the letter continued. "The offload operation required that the 35-ton boat be jacked up onto steel rollers and pulled off the ship with an armored tank retriever. A shore crane lifted it from the ramp to the pier."

Following an inspection of the gear, King Hussein described the aid as "a firm and true indication of the fact that

we are friends and that we stand together. Indeed, we are deeply grateful for the president of the United States and his administration for their support, and we are proud of our association with each other.

"We are upholding the same principles and ideals and struggling for a better tomorrow," he added.

Hussein later presented each crewmember with a handsome pen set bearing the Jordanian royal seal - but, because of international regulations, the mariners had to return them.

"We couldn't accept them for free, but we were allowed to purchase the sets, with the money going to charity," explained Johnson.

Among those accompanying King Hussein were Prince Hamzeh, Prime Minister and Defense Minister Abdul Karim Kabariti, and Field Marshall Abdul Hafez Mirai, who serves as the Jordanian joint chiefs of staff chairman. U.S.

Ambassador Wesley Egan also was on hand.



Jordanians inspect some of the cargo on shore.

es With Seafarers Aboard RO/RO



ies who boarded the *Cape Wrath* Cook Allen Van Buren, SA Stephen Johnson.



Captain Jay Burgess of the *Cape Wrath* (second from right) hosts Jordan's King Hussein (to Burgess' right) and other dignitaries on the bridge of the Seafarers-crewed ship in Aqaba. Standing at far right is U.S. Ambassador Wesley Egan. Directly behind the king is Prime Minister Abdul Karim Kabariti.

Maritime Briefs

Senator Lott Introduces Bill To Extend WWII Veterans' Status

Senate Majority Leader Trent Lott (R-Miss.) has introduced legislation designed to correct an administrative error and give World War II veterans' status to merchant mariners who sailed between August 15, 1945 and December 31, 1946.

The bill, known as the Merchant Marine Fairness Act, was placed before the Senate on January 21. It was assigned to the Senate Veterans Affairs Committee.

In 1988, the Defense Department fixed the merchant seamen's cutoff date for World War II veterans' status as August 15, 1945 (the day the Japanese surrendered). Merchant mariners who shipped out after August 15 are not considered war veterans, even though military personnel who began serving after that date received war veterans' status.

When introducing the bill, Lott stated, "In 1988, the secretary of the Air Force decided, for the purposes of granting veterans' benefits to merchant seamen, that the cutoff date for service would be August 15, 1945, V-J Day, rather than December 31, 1946, when hostilities were officially declared ended. My bill would correct the 1988 decision and extend veterans' benefits to merchant mariners who served from August 15, 1945 to December 31, 1946."

The SIU supports the Merchant Marine Fairness Act. The union in recent years has offered testimony in support of bills virtually identical to the one introduced by Senator Lott. In that testimony, the SIU pointed out that there were some 20,000 U.S. merchant mariners whose initial voyages barely were preceded by the Japanese surrender. They were prepared and willing to sail into combat zones, and when they shipped out after the surrender, they still faced danger from mines and from carrying explosives across what in fact were hostile waters.



P. Elliot Burnside Heads Crowley American Transport

P. Elliot Burnside has been named the new president of SIU-contracted Crowley American Transport. He takes the place of James J. Carey II, who retired from the executive position on February 28.

Burnside, who has extensive experience in ocean and over-the-road transportation, will operate the company's Jacksonville, Fla. headquarters. As chief executive of Crowley American Transport, Burnside will report to Tom Crowley Jr., chairman, president and CEO of Oakland, Calif.-based Crowley Maritime Corp.

Burnside first began working in the ocean shipping industry in 1980 as director of operations in Europe for U.S. Lines. In 1983 he became vice president of that company's East Coast division and in 1986, the vice president of the Asian division. Burnside most recently served as president and CEO of BMI Transportation Inc. of Cleveland, Ohio.

Crowley American Transport provides liner services between Canada, the U.S. and the Caribbean, Central and South America.

The parent company, Crowley Maritime, was founded in 1892 and has more than 100 offices located in ports and cities around the world.

Albert Shanker Dies; Headed Teachers' Union

Albert Shanker, the ranking vice president on the AFL-CIO's executive council, passed away February 22 after a three-year battle with cancer. He was 68 years old.

Shanker served as president of the American Federation of Teachers (AFT), a position he had held since 1974. One year earlier, he became a member of the AFL-CIO's executive council, the first teacher ever to hold such a position.

His teaching career began in New York in 1952 as a substitute in an East Harlem public school. The next year, he was teaching at a junior high school in Queens, where he and several others organized the Teacher's Guild. By 1959, he left his teaching job to become a full-time organizer for the guild, which soon merged with a high school teachers' organization to form the United Federation of Teachers.

In 1964, Shanker became the new union's second president. He held the post until 1986.

Shanker was well known for standing up for better working conditions for teachers as well as improved educational opportunities for students. He served several U.S. presidents as an advisor on educational issues.

Upon hearing of the death of Shanker, SIU President Michael Sacco said, "Al never stopped educating all of us on how important a role teachers can play in organized labor and how important a union is to teachers."

The son of Russian immigrants, Shanker grew up in a union family in New York City. He held a bachelor's degree from the University of Illinois in Champaign-Urbana and did post-graduate work at Columbia University.



Completing the 11-day welding class at Piney Point are Great Lakes members (from left) Tracy Ribble, Darren Lahaie, Mohssan Masad, Charles Schopp, David Andrews, Alan Maury, Richard DeWitte, Scott Hoose, Tim Orban and Mitch Oakley (instructor).

Great Lakes Seafarers Sparkle In Hall Center Welding Course

In February, Great Lakes Seafarers typically relax, spend time with their families, or vacation in a place with warm temperatures and no snow. Whatever SIU members on the Lakes do during winter layup, they know that the break is short and a new season is just around the bend.

For nine Great Lakes members, however, part of the annual winter break included traveling far from home to learn basic welding skills at the Harry Lundeberg School of Seamanship in Piney Point, Md.

The 11-day welding course featured classroom instruction and hands-on training in electric arc welding and cutting, oxy-acetylene brazing, welding and cutting.

"Welding is something I always wanted to learn and the skill will help me on the ship in the future," stated Tracy Ribble, a wiper who sails from the port of Algonac.

"Mitch Oakley, our instructor, was outstanding. He is very informative, talented and has a lot of patience. All the material was easy to understand and we had many opportunities to put what we were learning in the classroom to practice in the shop. I would recommend this class to any Seafarer," said Ribble, who joined the SIU two years ago.

Oakley commended the success of the Great Lakes members and noted, "These Seafarers were truly dedicated to learning. They were an outstanding bunch, and I really appreciate that they took the effort to come to the school and learn, especially considering how little time off they have."

"Hopefully the success and motivation of these guys will affect their shipmates when they return to their ships. I think that their positive attitudes can inspire other SIU members to come and see what this school can do," Oakley added.

The instructor noted that while the class focused primarily on basic welding skills, about 60 percent of the emphasis was on safety. "I really tried to convey the importance of safety when welding aboard ship," stated Oakley.

Tim Orban, a conveyorman who last year sailed aboard the *Sam Laud*, was already familiar with many aspects of welding but enrolled in the course because "I wanted to advance myself in any



The course featured classroom instruction and hands-on training in welding and cutting. From the left are Tim Orban, Scott Hoose, Tracy Ribble and Charles Schopp.

way possible."

"The class taught me a lot about safety that I had never realized. Even though I am required to do a lot of welding on the ship and I am always very careful, this course will really help me in handling the equipment in the safest manner possible," noted Orban, who joined the SIU in 1974.

Scott Hoose, a 20-year-old gateman from Caro, Mich. had never welded before taking the course in Piney Point. "I took the class for the experience. I really think welding will help me out and I really enjoyed the course," he said.

"The hands-on practice was outstanding. I think Piney Point has incredible opportunities for

every SIU member. I plan to return to take advantage of the many other learning opportunities at the Lundeberg School, and I plan to tell all the Seafarers I sail with what Piney Point can do for them," concluded Hoose.

In addition to Ribble, Orban and Hoose, other Great Lakes members who completed the welding course were OS David Andrews, Deckhand Richard DeWitte, Deckhand Darren Lahaie, AB/Watchman Alan Maury, Deckhand Mohssan Masad, Deckhand Charles Schopp.

Lahaie and Masad extended their stay in Piney Point to upgrade to AB. Both Seafarers will return to the Great Lakes in time for fitout later this month.

Sailing Dates Released for Lakera

The 1997 sailing season on the Great Lakes is scheduled to begin this month, and one SIU-contracted company has announced its tentative fitout dates.

The American Steamship Company (ASC) vessels *St. Clair* and *Walter J. McCarthy Jr.*, are scheduled to sail on March 25.

On March 26, the *Indiana Harbor* is due to set sail, while on March 27, the *Buffalo* is planning to steam out of her winter port.

On April 1, the *American Mariner* and *American Republic* are scheduled to leave their winter berths. April 3 marks the day the *Charles E. Wilson* and *Sam Laud* are expected to begin sailing.

The *H. Lee White* is tentatively set to sail on April 9, with the *John J. Boland* leaving on April 10.

Seafarers who sail on Great Lakes vessels should be in touch with the SIU hall in Algonac, Mich. for information about when other SIU-contracted vessels will fit out and to make preparations for the season. SIU members sailing aboard ASC vessels also should keep in touch with the union hall because the schedules could change.

As always, crewmembers will begin reporting to the ships in the week before it sets sail.

Engine and steward department members normally are the first to sign on the vessels as fitout begins. While the engine crew executes any needed repairs and refills pipes that had been emptied during layup, the galley gang orders stores and makes other preparations for the season.

Members of the deck department usually join the ships within a few days after their fellow crewmembers, and the vessels begin sailing two or three days later.

Seafarers International Union Directory

Michael Sacco
President

John Fay
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

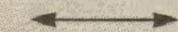
George McCartney
Vice President West Coast

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



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Algonac, MI 48001
(810) 794-4988

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Baltimore, MD 21202
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Duluth, MN 55802
(218) 722-4110

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Honolulu, HI 96819
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HOUSTON
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Houston, TX 77002
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JACKSONVILLE
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Jacksonville, FL 32206
(904) 353-0987

JERSEY CITY
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Jersey City, NJ 07302
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Mobile, AL 36605
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NEW BEDFORD
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New Bedford, MA 02740
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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
(804) 622-1892

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

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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
(206) 272-7774

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

Dispatchers' Report for Great Lakes

JANUARY 16 — FEBRUARY 15, 1997

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

*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

Port	Class CL	Class L	Class NP	DECK DEPARTMENT			Class CL	Class L	Class NP
Algonac	0	29	5	0	0	0	0	29	5
Port				ENGINE DEPARTMENT					
Algonac	0	13	2	0	0	0	0	13	2
Port				STEWARD DEPARTMENT					
Algonac	0	10	3	0	0	0	0	10	3
Port				ENTRY DEPARTMENT					
Algonac	0	28	14	0	0	0	0	28	14

Totals All Depts 0 80 24 0 0 0 0 80 24

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

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

Dispatchers' Report for Inland Waters

JANUARY 16 — FEBRUARY 15, 1997

*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

Region	Class A	Class B	Class C	DECK DEPARTMENT			Class A	Class B	Class C
Atlantic Coast	7	0	0	1	0	0	15	2	0
Gulf Coast	0	1	10	0	1	5	0	0	10
Lakes, Inland Waters	31	0	0	4	0	0	44	0	0
West Coast	3	1	4	8	2	3	11	2	17
Totals	41	2	14	8	3	8	70	4	27
Region				ENGINE DEPARTMENT					
Atlantic Coast	2	0	0	0	0	0	3	1	1
Gulf Coast	0	0	0	0	0	0	0	0	1
Lakes, Inland Waters	9	0	0	2	0	0	21	0	0
West Coast	0	0	0	0	0	0	0	0	1
Totals	11	0	0	2	0	0	24	1	3
Region				STEWARD DEPARTMENT					
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	0	0	0	0	0	0	4
Lakes, Inland Waters	11	0	0	1	0	0	6	0	0
West Coast	1	1	4	0	0	0	2	2	10
Totals	13	1	4	1	0	0	10	2	14

Totals All Depts 65 3 18 11 3 8 104 7 44

*"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.

SIU BULLETIN BOARD

Z-CARD REMINDER

Z-cards, also known as merchant mariner's documents (MMDs), may be renewed up to one year before they expire, and may be renewed up to one year after they expire. However, z-cards are not valid for shipping once they expire.

For instance, if a mariner's z-card is due to expire in June 1997, he or she has until June 1998 to renew—although the

person will not be permitted to sail after June 1997 if it has not been renewed.

Moreover, if that mariner did not renew his or her z-card by June 1998, he or she would lose the endorsements listed on the card. For example, if the person sailed as an AB, he or she would have to sit for the AB endorsement if the document was not renewed within a year after its expiration date.

Expiration Date	1997	1998	1999
	1992	1993	1994
	1987	1988	1989
	1982	1983	1984
	1977	1978	1979
	1972	1973	1974
	1967	1968	1969
	1962	1963	1964
	1957	1958	1959
	1952	1953	1954
	1947	1948	1949
	1942	1943	1944
	1937	1938	1939

TACOMA TO CHANGE AREA CODE IN APRIL

The area code for Tacoma, Wash. (and Pierce County), which presently is 206, will change to 253 on April 27, 1997. That means the telephone number for the Tacoma SIU hall will be (253) 272-7774, and the FAX number will be (253) 272-4121 as of April 27.

UPDATE YOUR ADDRESS

In order to ensure that active SIU members and pensioners receive a copy of the *Seafarers LOG* each month—as well as other important mail such as W-2 forms, pension and welfare checks and bulletins or notices—a correct home address must be on file with the union.

If you have moved recently and have not yet notified the union, go to your nearest union hall and fill out a change of address form or send your new address (along with your name, book number and social security number) to: Address Control, Seafarers International Union, 5201 Auth Way, Camp Springs, MD 20746.



Welcome Ashore

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

Among the 23 Seafarers joining the ranks of pensioners this month are three recertified stewards.

Representing more than 95 years of active union membership within the galley's of SIU-contracted vessels are Recertified Stewards **George M. Bronson**, **Jimmie Russell** and **William C. Wroten**. These members graduated from the highest level of training in the steward department at the Lundeberg School in Piney Point, Md.

Including the three recertified graduates, 14 of those signing off sailed in the deep sea division. Another six worked on the inland waterways, and three shipped aboard Great Lakes vessels.

Eight of the retiring pensioners served in the U.S. military—three in the Army, two in the Navy and one each in the Air Force, Coast Guard and Marine Corps.

The oldest retiring members this month are **Saif A. Saleh** and **Brother Wroten**, both at age 71.

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

DEEP SEA



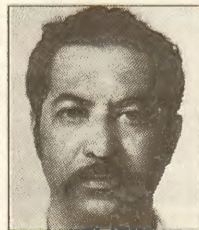
AHMED M. ABDULLA, 65, began sailing with the Seafarers in 1969 from the port of San Francisco. His first ship was

the *Oakland*, operated by Sea-Land Service, Inc. Born in Yemen, he worked in the steward department. Prior to retiring to San Francisco, Brother Abdulla last sailed aboard the *Sea-Land Producer*.

RAMSAY J. BAUMGARDNER, 65, first sailed with the SIU in 1956 from the port of New York. Brother



Baumgardner sailed in the engine department and upgraded at the Lundeberg School in Piney Point, Md. He last sailed aboard the *Sea-Land Navigator* in 1993. The Colorado native served in the U.S. Marine Corps from 1949 to 1950. Brother Baumgardner makes his home in Sebastopol, Calif.



GEORGE M. BRONSON, 57, began sailing with the Seafarers aboard the *SS San Francisco* in 1967 from the port of the

same name. The California native sailed in the steward department and upgraded at the Lundeberg School where he graduated from the steward recertification program in 1991. Brother Bronson last sailed aboard the *Sea-Land Trader*. He Bronson resides in Pittsburg, Calif.

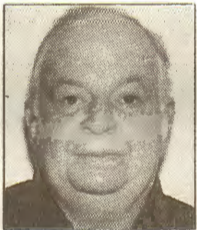
LOUIS D. CHAPPETTA, 63, graduated from the Andrew Furuseth Training School in 1962 and joined the SIU in the port of New Orleans. His first ship was the *Transhatteras*, operated by Hudson Waterway, and he signed off the *Sea-Land Patriot* in 1994. Starting out in the steward department, Brother Chappetta later transferred to the engine department and upgraded at the Lundeberg School. From 1952 to 1954, he served in the U.S. Army. Brother Chappetta was born in Louisiana and now calls San Francisco home.



DONALD V. COX, 65, graduated from the Andrew Furuseth Training School and joined the Seafarers in

1961 in the port of New York. He first sailed aboard the *Debardeleben I*. During his union career, the Massachusetts native was active in union organizing drives and beefs. He worked in the engine department and upgraded at the Lundeberg School. From 1950 to 1952, he served in the U.S. Air Force. Prior to his retirement to Salem, N.H., Brother Cox signed off the *Cape Lambert*, operated by American Overseas Marine Corp.

MARTIN S. KIMMEL, 61, began his career with the SIU in 1969 from the port of New York, aboard the *Beauregard*.



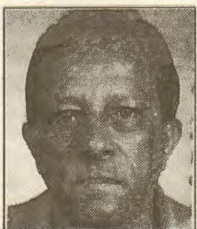
Brother Kimmel worked in the engine department and upgraded at the Lundeberg School. He last sailed in 1995 aboard the *OOCL Innovation*, operated by Sea-Land Service, Inc. He has retired to Brooklyn, N.Y.



FRANCISCO R. MOLINA, 65, started sailing with the Seafarers in 1973 from the port of San Francisco. His first ship was

the *Overseas Valdez*. The California native started out in the steward department and later transferred to the engine department. Brother Molina's last ship was the *Sea-Land Endurance* and makes his home in Wilmington, Calif.

AUGUSTIN PAGAN, 69, joined the Seafarers in 1971 in the port of New York. Born in Puerto Rico, he sailed in



the steward department and upgraded at the Lundeberg School. Brother Pagan last sailed aboard the *SP5 Eric G. Gibson*, operated by Maersk Lines. He has retired to Rochester, New York.

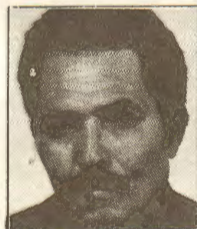
LINDSAY L. RHODES, 55, began his career with the SIU in 1959 aboard the *Seafair*, operated by Colonial Steamship. A native of Virginia, he sailed in the deck department and upgraded at the Lundeberg School. He also worked in the steward and engine departments. Prior to retiring to Norfolk, Va., Brother Rhodes signed off the *Stonewall Jackson*, a Waterman Steamship Corp. vessel.



JIMMIE RUSSELL, 58, started sailing with the Seafarers in 1970 in the port of New York. Born in Alabama, he

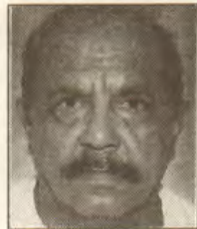
sailed in the steward department and upgraded at the Lundeberg School. He completed the steward recertification course there in 1989. Brother Russell's last ship was the *Sea-Land Producer*. He resides in San Bernardino, Calif.

SAIF A. SALEH, 71, first sailed with the Seafarers in 1965 from the port of San Francisco. His first ship



was the *Iberville*, operated by Waterman Steamship Corp. Born in Arabia, he sailed in the engine department. Brother Saleh last sailed in 1987 aboard the *Overseas Juneau*. He has retired to Yemen.

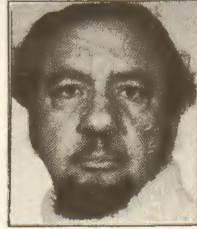
VINCENT SANCHEZ JR., 61, began his SIU career aboard the *Fairland* in 1956 from the port of Wilmington, Calif. A native of New Orleans, he sailed as a member of the steward department. From 1952 to 1956, he served in the U.S. Navy. Brother Sanchez last worked aboard the *Liberty Wave*, operated by Liberty Maritime Corp. He makes his home in Chalmette, La.



JESUS VAZQUEZ, 65, joined the Seafarers 1978 in his native Puerto Rico. Brother

Vazquez worked in the engine department and upgraded at the Lundeberg School. He last sailed aboard the *Sea-Land Hawaii*. Brother Vazquez has retired to San Piedras, P.R.

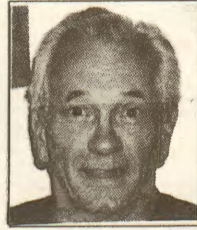
WILLIAM C. WROTEN, 71, started his career with the Marine Cooks & Stewards (MC&S) in 1957 in the port of San



Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). He upgraded at the Lundeberg School and completed the steward recertification course there in 1980. Brother

Wroten last sailed as a chief steward aboard the *Sea-Land Pacer*. He calls San Francisco home.

INLAND



WILLIAM T. ANDERSON, 62, began sailing with the Seafarers in 1956 from the port of Philadelphia. Boatman

Anderson, a licensed pilot, last sailed aboard vessels operated by Taylor & Anderson Towing Co. The Pennsylvania native served in the U.S. Navy from 1952 to 1956. He resides in Broomall, Pa.

WILLIAM J. AUCOIN, 57, joined the SIU in 1964 in the port of Port Arthur, Texas. Boatman



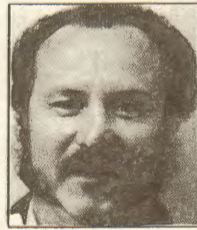
Aucoin sailed as a captain, primarily on vessels operated by Higman Towing Co. The Louisiana native served in the U.S. Army from 1957 to 1960. Boatman Aucoin has retired to Evangeline, La.



ALTON J. BERTRAND, 62, started his career with the Seafarers in 1967. He sailed as a captain, primarily aboard

vessels operated by Higman Towing Co.. Boatman Bertrand makes his home in Lake Arthur, La.

WILLIAM W. HUDGINS, 62, joined the SIU in 1961 in the port of Norfolk, Va. A native of



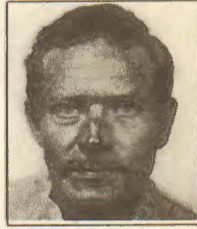
Virginia, he upgraded at the Lundeberg School, last sailing as a captain. He signed off the *Petrel*, operated by Allied Towing Co. Boatman Hudgins resides in Virginia Beach, Va.



EDWARD G. SCHAFFHAUSER, 62, began sailing with the Seafarers aboard vessels operated by Gulf Atlantic

Transport Corp. (GATCO) in 1974 from the port of Jacksonville, Fla. A native of Pennsylvania and a member of the deck department, he also sailed in the deep sea division. Before retiring, Boatman Schaffhauser signed off the *Overseas Joyce*, operated by OSG Carriers. He calls Atlantic Beach, Fla. home

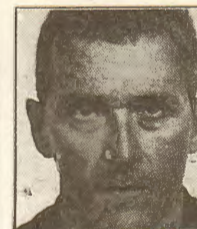
CARL H. VETRA, 65, joined the SIU in 1964 in the port of Norfolk, Va. Boatman



Vetra sailed primarily on vessels operated by Sheridan Transportation Co. His first assignment was aboard the *Kathleen Sheridan* as a barge captain. He signed off the *Gulf Star*. A native of Virginia, he served in the U.S. Coast Guard from 1951 to 1954. Boatman Vetra has retired to Thonotosassa, Fla.

GREAT LAKES

VERNON L. BELONGA, 58, started his career with the SIU in 1969 in the port of Detroit. Brother Belonga sailed in the deck department as a wheelsman. Born in Michigan, he signed off the *William J. McCarthy Jr.*, operated by American Steamship. Brother Belonga makes his home in Bay City, Mich.



WALLACE R. MASTERS, 65, first sailed with the Seafarers aboard the *Nicolet*, operated

by Gartland Steamship Co. in 1972 from the port of Detroit. A native of Wisconsin, he worked in the deck department and last sailed aboard the *Charles E. Wilson*, an American Steamship Co vessel. From 1950 to 1953, he served in the U.S. Army. Brother Masters has retired to Shingleton, Mich.

JOHN J. WALSH, 58, began his career with the SIU in 1957 from the port of Cleveland. A native of



Ohio, he worked in the deck department and sailed primarily on vessels operated by Great Lakes Dredge and Dock. Brother Walsh resides in Marblehead, Ohio.



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.

SEA-LAND ENTERPRISE

(Sea-Land Service), October 30—Chairman **Elex Cary Jr.**, Secretary **Julio Roman Jr.**, Educational Director **Ray Chapman**, Deck Delegate **James R. Inskeep**, Engine Delegate **Kassem Abdulla**, Steward Delegate **Bob Racklin**. Chairman thanked crew for good trip. He urged members to upgrade at Lundeberg School. Educational director stressed importance of tanker operation/safety course at Piney Point. No beefs or disputed OT reported. Crew extended special vote of thanks to galley gang for excellent meals. Crewmembers observed moment of silence for departed SIU Executive VP Joseph Sacco. Next ports: Oakland, Calif.; Honolulu; Guam, and Kaohsiung, Taiwan.

USNS EFFECTIVE (U.S. Marine Management), October 30—Chairman **Jerald Galletta**, Secretary **Eric J. Ballantz**, Deck Delegate **Dale Sierra**, Engine Delegate **Wilfred Jones**, Steward Delegate **Yvonne Oamil**. Chairman reported treadmill in exercise room remains unusable. He informed crew the master is getting instructions for the operation and repair of the exercise machine. No beefs or disputed OT reported. Bosun announced new selection of videos, magazines and other periodicals now available for crew to enjoy.

SEA-LAND TRADER (Sea-Land Service), November 18—Chairman **Robert Stuverud**, Secretary **Emmanuel Laureta**, Deck Delegate **Russell Caruthers**, Engine Delegate **Joseph Laguana**, Steward Delegate **James Storm**. No beefs or disputed OT reported. Crew asked for refrigerators in rooms. Crewmembers also requested contracts department look into adding clause to standard agreement allowing transportation home for members shipping from Hawaii. Bosun urged all Seafarers to vote in union election. Crew thanked steward department for job well done. Next port: Tacoma, Wash.

USNS EFFECTIVE (U.S. Marine Management), November 27—Chairman **Jerald Galletta**, Secretary **Eric J. Ballantz**, Deck Delegate **Dale Sierra**, Engine Delegate **Wilfred Jones**, Steward Delegate **Yvonne Oamil**. Chairman reported treadmill repairs still pending. Engine delegate asked contracts department to define contract language "tank space" and "void space." Crew also requested terms of premium overtime. Chairman advised crewmembers notice by U.S. Department of Labor concerning wages and overtime posted in crew lounge. Crewmembers asked for "Family-Grams" to be dispatched on a pre-determined schedule so they are kept up-to-date. Crew also requested a healthier menu including fresh fruit and items that are steamed, boiled and baked instead of fried.

WILSON (Wilson Shipping Co.), December 8—Chairman **Stanley**

Jandora, Secretary **James Tucker**, Educational Director **Randy Clark**, Deck Delegate **Boyce Wilson**, Steward Delegate **Leon Grant**. No beefs or disputed OT reported by department delegates. Crew thanked steward department for excellent food during trip.

AMERICAN OSPREY (Bay Ship Management), January 18—Chairman **Jerry Smith**, Secretary **Joseph Williams**, Deck Delegate **Thomas Temple**, Engine Delegate **Matt Ryan**, Steward Delegate **Cle Popperwill**. Chairman announced ship will be at sea for three to four days. Educational director reminded crew of importance of upgrading at Paul Hall Center. Crewmembers elected new engine delegate. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crewmembers requested new rug for lounge. Bosun asked crew to observe shipboard smoking policy. Chairman announced special deck department safety meeting. Chairman urged all crewmembers to observe proper sanitation while aboard ship. Crew requested *Seafarers LOGs* and communication from SIU headquarters. Next port: Guam.

CLEVELAND (Victory Maritime), January 26—Chairman **David Garoutte**, Secretary **Mike Vinca**, Deck Delegate **Richard Thomas**, Engine Delegate **Davon McMillan**, Steward Delegate **Julian Mendoza**. Crew asked contracts department for information on negotiations with company. Chairman noted washing machine and dryer fixed. He advised crewmembers ship heading to Ploce, Croatia and Bar, Montenegro. Bosun advised all Seafarers to report any beefs to department head. No beefs or disputed OT reported. Crew stated new repair list being circulated and requested new microwave. A vote of thanks was extended to galley gang for good food. Chairman advised all members to be careful on deck during rough weather. Bosun Garoutte provided the *Seafarers LOG* with photos of crewmembers with children in Monrovia, Liberia. He extended a special vote of thanks to Chief Steward **Vinca**, Chief Cook **Kim Vaughn**, GSU's **I. Miranda** and **J. Mendoza** for "going above and beyond the call of duty." While in the northwestern African port of Monrovia, galley gang members fed some 50 hungry children every day with the leftovers from lunch and evening meals, including desserts.

GALVESTON BAY (Sea-Land Service), January 20—Chairman **James Davis**, Secretary **D. Hagan**, Educational Director **Greg Thomas**, Deck Delegate **Walter Petty**, Engine Delegate **Sang To Bae**, Steward Delegate **Alonzo Belcher**. Educational director discussed importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Chairman read letter received from union head-

quarters concerning written motions to crewmembers. Crew thanked galley gang for job well done.

GOPHER STATE (IUM), January 23—Chairman **Tom Votsis**, Secretary **L. Winfield**, Deck Delegate **David Brown**, Engine Delegate **Robert Rogers**, Steward Delegate **Pamela McCauley**. Crew requested copies of current IUM contract and information concerning pension plan. Secretary noted everything running smoothly and advised all members to attend union meetings to express their ideas. Educational director urged members to attend Piney Point upgrading courses as soon as possible. No beefs or disputed OT reported. Crew commended steward department for excellent picnic. Entire crew thanked bosun for hard work. Next port: Saipan.

LIBERTY SPIRIT (Liberty Maritime), January 12—Chairman **Terry Cowans Sr.**, Secretary **Paul Stubblefield**, Educational Director **Torry Kidd**, Deck Delegate **Ricardo Sanchez**, Engine Delegate **Manuel Martinez**, Steward Delegate **William Simmons**. Chairman expressed captain's praise for good trip. He reminded all crew signing off to clean quarters for replacements. No beefs or disputed OT reported. Steward delegate thanked Chief Cook **Simmons** and **GSU Anderson Jordon** for hard work during voyage. Crew asked contracts department to define overtime policy for engine department members. Crew requested a second washing machine and thanked galley gang for job well done. Crew noted ship needs more laundry soap, cleaning gear and stores.

OOCL INNOVATION (Sea-Land Service), January 26—Chairman **Kadir Amat**, Secretary **Herbert Davis**, Educational Director **Robert Torgersen**, Engine Delegate **Fred Tierney**, Steward Delegate **Antoinette Spangler**. Educational director urged members to take advantage of upgrading opportunities available at Paul Hall Center. No beefs or disputed OT reported. Chief engineer aware of flooding in crew mess area and is searching for cause of water leak. Next ports: Boston; Elizabeth, N.J., and Portsmouth, Va.

OVERSEAS NEW YORK (Maritime Overseas), January 11—Chairman **Carlos Loureiro**, Secretary **Nancy Heyden**, Educational Director **John Fleming**, Deck Delegate **Richard Morris**, Engine Delegate **Dennis Riley**, Steward Delegate **Alejo Fabia**. Chairman announced vessel will be in shipyard for one week and noted yard work by crewmembers will continue as in past. Bosun advised crew that showers and decks will be painted while in yard and asked everyone to scrub the areas prior to arrival. He urged crew to use washers and dryers as little as possible during rough weather. Chairman gave thanks to steward department for good food every day and especially for hard work they put in preparing special holiday meals. Bosun also thanked deck and engine gangs for working around-the-clock while in Valdez, Alaska clearing snow and ice from decks. Educational director reminded crewmembers to have STCW papers on hand at all times. Treasurer announced \$50 in ship's fund. No beefs or disputed OT reported. Steward noted concerns about dishwasher and advised bosun top burner of coffee machine does not work in mess

hall. Chairman added he will ask captain to hook up antenna so radio reception is available in quarters. Next ports: Valdez, Alaska; Honolulu, and San Francisco.

PFC EUGENE A. OBREGON (Waterman Steamship Corp.), January 5—Chairman **Henry Bouganim**, Secretary **Patrick Helton**, Educational Director **Robert Farmer**, Deck Delegate **Charles Frisella**, Engine Delegate **John McCabe**, Steward Delegate

Chairman **Werner Becher**, Secretary **Lynn McCluskey**, Educational Director **Daniel Dean**, Deck Delegate **Rene Rafer**, Engine Delegate **Rebecca Gaytan**, Steward Delegate **Leroy Jenkins**. Bosun thanked deck department members for job well done. Educational director thanked members for donations to movie fund. He advised crew to attend the Lundeberg School and take advantage of upgrading opportunities. No beefs or disputed OT reported. Crew discussed need for medical

Philadelphia Visits San Juan



When the *Overseas Philadelphia* sailed into the port of San Juan, P.R. recently, the galley gang was ready to serve up another great meal. From the left are Chief Cook **John Arvanites**, Steward/Baker **Gerhard Schwarz** and SA **Luis Caballero**.

Rudolph Xatruch. Chairman reminded crewmembers to secure their STCW certificates. Educational director urged members to upgrade whenever eligible. He reminded crew the more endorsements they have, the easier it will be to get a job. No beefs or disputed OT reported. Crew commended galley gang for incredible feasts presented to crew at Thanksgiving, Christmas and New Year's days. Asst. Cook **Faith Downs** also was thanked for personalizing and filling Christmas stockings for entire crew. Next port: Rota, Spain.

SEA-LAND ANCHORAGE (Sea-Land Service), January 29—Chairman **Ernest Duhon**, Secretary **James Wright**, Educational Director **William Pinkham**, Deck Delegate **John Kelley**, Engine Delegate **Terry Cowan**, Steward Delegate **Tommy Belvin**. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Chairman reminded crewmembers to not slam doors and to keep volume on TV and radios down so sleeping crewmembers will not be disturbed. Crew thanked steward department for job well done. Next port: Tacoma, Wash.

SEA-LAND DISCOVERY (Sea-Land Service), January 12—Chairman **Wilfredo Acevedo**, Secretary **Vainuu Sili**, Educational Director **Michael Rueter**, Steward Delegate **Jesus Sunga**. Chairman reported smooth sailing. No beefs or disputed OT reported. Crew gave vote of thanks to galley gang for good meals created during holidays. Next port: Long Beach, Calif.

SEA-LAND EXPLORER (Sea-Land Service), January 12—Chairman **Tom Trehern**, Deck Delegate **Edward O'Brien**, Engine Delegate **Roy Coleman**, Steward Delegate **Richard Walker**. Bosun commended steward department for excellent food. Educational director reminded crewmembers to upgrade at Piney Point. No beefs or disputed OT reported.

SEA-LAND NAVIGATOR (Sea-Land Service), January 19—

insurance card for identification purposes while overseas. Next port: Tacoma, Wash.

SEA-LAND PERFORMANCE (Sea-Land Service), January 12—Chairman **Gabriel Bonafont**, Secretary **John Platts**, Educational Director **John Funk**, Deck Delegate **Keith Bryan**, Engine Delegate **Sheldon Greenberg**, Steward Delegate **Susanne Cake**. Crew extended sympathy wishes to SIU President **Michael Sacco** on the death of his brother, SIU Executive VP **Joseph Sacco**, and noted he will be truly missed by all. Bosun urged all members to check out new courses being offered at Lundeberg School and donate to SPAD. Secretary reminded members to keep what is discussed during union meetings confidential. Educational director urged crew to upgrade at Paul Hall Center. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crewmembers asked that all union members be provided with copy of new agreement so they have immediate access to it. Crew stated chief mate causing confusion by delegating work to members of deck department, rather than issuing orders through bosun.

SEA-LAND RELIANCE (Sea-Land Service), January 17—Chairman **Perry Greenwood**, Secretary **Gene Sivley**, Educational Director **Shawn Clark**, Engine Delegate **Mike Wells**. Chairman announced payoff upon arrival in port of Tacoma, Wash. and asked all crewmembers to donate to SPAD. No beefs or disputed OT reported. Crew thanked galley gang for very nice Christmas dinner.

OOCL INSPIRATION (Sea-Land Service), February 2—Chairman **William Byrne**, Secretary **Larry Ewing**, Educational Director **Pete Kanavos**. Crew thanked galley gang for very good meals during holidays. Educational director reminded members of the importance of upgrading. No beefs or disputed OT reported. Crew requested new VCR and lounge chair.

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 and their families and will publish them on a timely basis.)

Belated Words of Appreciation For Happy WWII Memories

This is a belated letter of thanks after a space of some 53 years. I somehow felt that I owed it to you, the people of America. You may not have known my name or the part you in America played in my young life. But during World War II, during the years 1942 to 1945, many members of the U.S. armed forces and the U.S. merchant marine visited my home at A2 Wodehouse Quarters (British army married quarters) in Colaba, Bombay, British India. We were not well off, but we were glad to meet you Americans and offer you the little we had.

My mother, now long dead (July 1949) went out of her way to make you American boys feel at home in the best way she could. I listened to the stories that these American boys told me of their families and loved ones back home, and I listened as any wide-eyed 11-year-old boy could. But in all this, there was a brighter side. Some of these boys brought gifts like coffee, flour, sugar, cheese, chocolates and even canned goods—a whole chicken or a turkey. One day, the captain of a U.S. merchant ship in port congratulated my mom on the coffee she served him, and asked where she got it from. And my mom told him that it was a gift from one of the seafarers. They did mention being members of the SIU.

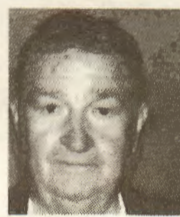
In wartime, these gifts were precious and were things that were not available or we could not afford. This generosity has not been forgotten by me either. For years, I kept these thoughts in my mind, hoping that someday I would have a chance to write and personally thank the American people for the kindnesses they have shown me and my family. This is my debt of gratitude.

In ending this letter, let me thank you, in America, from the bottom of my heart for your kindness, your generosity and last, but not least, your friendship.

As the words of Irving Berlin's song puts it very succinctly: God Bless America!

Kenneth T. Tellis
Mississauga, Ontario, Canada

Retired Brother Expresses Thanks to SIU



I joined the SIU in 1947 and retired in 1988, serving all 41 years in the steward department. I was a recertified chief steward when I went on pension.

On behalf of myself and other retired seamen I sailed with in the SIU, I would like to thank our brother, SIU President Michael Sacco, for all his help, especially the Christmas bonus. It certainly helped make for a happy holiday season for all of us.

Andrew H. Reasko
San Francisco

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.

LOG-A-RHYTHMS

Waiting Ashore

by Rachel Olson

*Upon the shore, a lady stands
Gazing at the ocean's touch to the sand,
Images pass and protest in minds-in waves,
A soulful creature grieves such a crave;
In with the tide, a faint figure nears,
Abroad a massive ship, faces appear,
To whose possession is not known,
Yet passed beyond the bountiful zone;
Glares are reflected from water to will
As written in letters from paper by quill.*

*A hardened outline in the dimness of eventide
Shown by the luminous moon that does not hide,
By clouds and smoke, not a thing is polluted
Nor by past and fight, everything is included;
A hand raised by the blackened known stranger,
Love rekindled, reborn in a sentimental manger,
Joy races across her unwanted facade—
She could no longer let her feelings wade;
Floating inward, the vessel nears the land,
Upon the shore, a lady stands.*

(Rachel M. Olson is one of the winners of the 1996 SIU scholarship program. Her father, Joseph Olson, a deep sea member since 1964, sails as a bosun on Transoceanic Cable Ship's *Global Sentinel*.)

M/V Patriot

by AB James Souci

*I'll not forget the Patriot.
I've knocked rust, hammer in my grip,
No! I won't forget that tanker ship.
I scraped and chipped through rust and scale,
In every clime including a gale.
Then I painted the deck and added some sand,
Grabbing the rail with my other hand.
I made it right so we won't slip,
I'll never forget that old ship.
From the China Sea to UAE,
It's JP8 we guarantee.
Fore and aft, we can't be slow,
So, increase the rate, let it flow.
Yes, I chip and paint to make her fit,
And I'll ne'er forget the Patriot.*



("Chip, chip, chip, Needlegun in my grip" rhymes AB James Souci, who recently sailed aboard the *Patriot*. Brother Souci sails from the port of San Francisco.)

Untitled

by Gary Loftin

I am a seaman and that's just what I was meant to be. Once when I was gazing out to sea, all of these thoughts came flowing in to me, of all the beautiful things I have seen and all the feelings that came out of me, some of them good and some of them bad, and all I can say is I am still glad to have done the things that I did. For when I am sailing on the seven seas, I can't help thinking of lives I have touched and, in the end, how they all helped me to become the person that I am today.

(Recertified Chief Cook Gary Loftin, who sails from the port of Seattle, recently attended upgrading courses at the Lundeberg School, where he penned these sentiments.)

Lundeberg School Graduating Classes



Trainee Lifeboat Class 559—Graduating from trainee lifeboat class 559 are (from left, kneeling) David Ayou, Joshua Morris, Trinity Ippolito, Nathan Anderson, (second row) Ben Cusic (instructor) Michael Jones, Marville Davis, Larry Jackson, Tanya Solomon, Mark Ciciulla and Hizam Ahmed.



Inland Welding—The following Seafarers graduated from the inland welding course on February 11. They are (from left, first row) Dave Andrews, Robert Lahaie, Charles Schopp, Scott Hoose, (second row) Tracy Ribble, Tim Orban, Mohssan Masad, Richard DeWitte and Alan Maury. Mitch Oakley (instructor) stands in the back.



Diesel Engine—Completing the diesel engine course on February 12 are (from left) Glenn Snow, Neil Carter, Paul Pagano, Robert Stancavage, Stanley Sporna and Eric Malzkuhn (instructor).



Upgraders Lifeboat—Certificates of training were received by the February 4 class of upgraders. They are (from left, kneeling) Ben Cusic (instructor), Julie Gramling, Raford Nixon, William Wales, Lezel Lumangay, (second row) Vicki Habenicht, Bryan Maddox, Larry Jolla, Michael Carubba, Jaber Mossa and Edward English.



Tanker Familiarization—Earning their tanker familiarization endorsements on January 23 are (from left, kneeling) Jim Shaffer (instructor), Anna Alexander, Rachel Vandergeest, Rang Nguyen, Jaber Mossa, Jay Thomas, Lezel Lumangay, (second row) Larry Jolla, Victor Frazier, Hamdi Hussein, Tesfaye Gebregziabher, Byron Elliott, Robert Ellis, Tyler Harden, Walter Weaver, (third row) Edgar Young, Craig Knorr, Michael Presser, Michael Moore, Jeffrey Mateer and Albert Alexander.



Radar—Upgrading Seafarers who completed the radar course on January 23 are (from left, kneeling) Mark Stabler, Casey Taylor (instructor), Herman Moningka, Joe Boevink, (second row) Chris Edyvean and Scott Seiler.



Basic Firefighting—Completing the basic firefighting course on December 18 are (from left, kneeling) Mario Cruzat, Felix Durand Jr., Jack Singletary, Tom Kesperu, Joey Gallo, Ramon Guimba, Ray Prim, Francisco Insua, (second row) Donald Clotter, William Foley, Tom Ryan, Robert Ivanauskas, Marn Serlis, Bob Stenhjem, Mark Stabler, Greg Scott, Sanjay Gupta, (third row) Stormie Combs (instructor), Tyler Harden, Faustino Pereira, Donnie Collins, Robert Scott Sr., Douglas Felton and William Dobbins.

LUNDEBERG SCHOOL 1997 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between April through August 1997 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.

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	April 7	May 30
Bridge Management (Shiphandling)	June 16	June 27
Lifeboatman	April 21	May 2
	May 19	May 30
	June 16	June 27
	July 14	July 25
	August 11	August 22
Limited License/License Prep.	July 28	September 19
Radar Observer/Unlimited	April 21	May 2
	June 2	June 13
	June 30	July 10
	August 4	August 15
Radar Recertification (one-day class)	May 1	
	June 12	
	July 10	
	August 14	
Celestial Navigation	June 16	July 25

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	August 4	September 5
Steward Recertification	June 30	July 31

Steward Upgrading Courses

Course	Start Date	Date of Completion
Assistant Cook/Certified Cook and Baker/Certified Chief Cook/Chief Steward	June 2	August 22
	August 11	October 31

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	April 21	May 30
Basic Electronics	June 2	June 27
Marine Electrical Maintenance I	June 30	July 24
Marine Electrical Maintenance II	August 11	September 19
Marine Electronics Tech I	June 30	July 24
Marine Electronics Tech II	July 28	August 22
Power Plant Maintenance	May 5	June 12
Welding	June 16	July 10

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	July 14	July 25
Tanker Assistant DL	April 7	April 25
	May 5	May 23
	June 2	June 20
	June 30	July 18
	August 25	September 12
LNG Familiarization	June 2	June 20
Tankerman Barge PIC	May 5	May 16
	June 2	June 13
	June 30	July 10
	August 25	September 5

Additional Courses

Course	Start Date	Date of Completion
GED Preparation	May 19	August 9
	June 21	October 11
	August 25	November 15
English as a Second Language (ESL)	May 6	May 31
	July 8	August 2
Adult Basic Education (ABE)	April 21	May 30
	June 2	July 11
	July 14	August 22
Lifeboat Preparation	April 7	April 18
	May 5	May 16
	June 6	June 13
	June 30	July 11
	July 28	August 8
Introduction to Computers	August 25	September 5
	Self-study	

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

With this application, COPIES of your discharges must be submitted showing sufficient time to qualify yourself for the course(s) requested. You also must submit a COPY of each of the following: the first page of your union book indicating your department and seniority, your clinic card and the front and back of your z-card as well as your Lundeberg School identification card listing the course(s) you have taken and completed. The admissions office WILL NOT schedule you until all of the above are received.

COURSE	BEGIN DATE	END DATE
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

RETURN COMPLETED APPLICATION TO: Lundeberg School of Seamanship,
Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075.

3/97



The

Seafarers Log

Volume 59 Number 3

March 1997

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

SIU Scholarship Program

One month remains until the April 15 deadline for scholarship applications. See page 10 to read about previous scholarship winners and how Seafarers and their dependents can attain their educational goals.

THE WHITE HOUSE
WASHINGTON

100 Years Celebrated at New York Hall Charter Member Alexander Fulfills a Dream

January 24, 1997
Mr. George Alexander
645 St. John's Place
Brooklyn, New York 11216

Dear Mr. Alexander:

Happy 100th Birthday! Hillary joins me in sending best wishes for a wonderful celebration, and we wish you good health and much happiness in the coming year.

Sincerely,

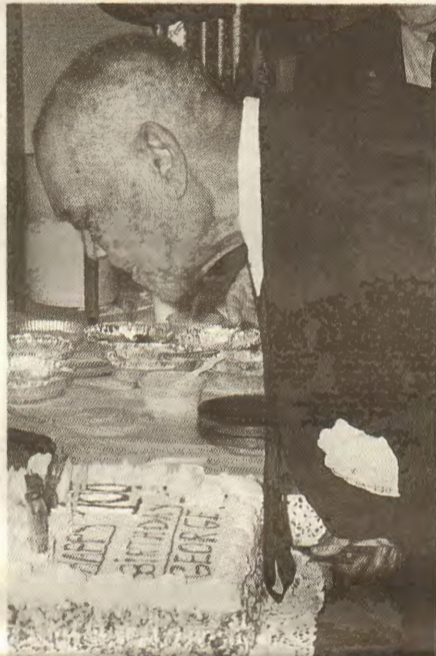
Bill Clinton



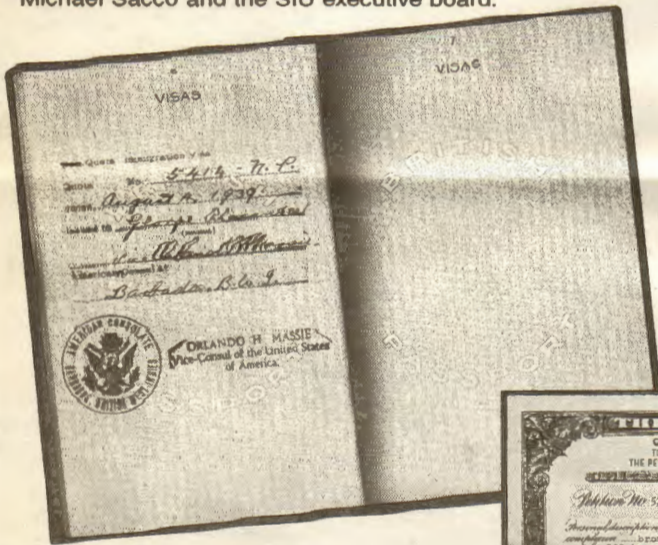
Seafarer George Alexander arrives at the New York hall for his surprise 100th birthday party on January 27.



Assistant Vice President Contracts Kermett Mangram (left) and Vice President Atlantic Coast Jack Caffey (right) present George Alexander with a ship's wheel from SIU President Michael Sacco and the SIU executive board.



Blowing out the candles on his birthday cake is George Alexander. At left, a page from one of Alexander's early passports. His original document and many of his first shipping records went down with a sinking ship. Alexander and his crewmates, however, escaped safely.



Alexander became a naturalized U.S. citizen in 1946 at the age of 48, nearly 36 years after leaving his native land of Dominica to sail aboard his first deep sea ship.



Retired and active Seafarers gathered at the New York hall to wish their union brother, George Alexander, a happy 100th birthday. Joining Alexander (seated, center) were retired steward department members Stanley Kolasa, Herschel Orlando, Otis Pascal, Ed Martin, George Gibbons, James Robinson and Cecil Rush. Also pictured are Recertified Bosuns Calvin James and Domingo Leon, retired SIU Patrolman Ted Babkowski, Asst. VP Contracts Kermett Mangram and VP Atlantic Coast Jack Caffey.



QMED/Electrician Horace "Jonesy" Jones wishes his good friend a happy birthday.

his friends, including several boxes of candy—one of the elements Alexander attributes to his long life.

Lifetime of Sailing

Alexander left his homeland of Dominica in 1910 at the age of 13, in hopes of seeing the world from the deck of a ship. His first job was as a deck boy aboard an Argentinean-flag vessel that sailed from Barbados.

Alexander sailed aboard many different foreign-flag vessels before signing on his first U.S.-flag ship, the *Crafton Hall*, in 1917. He was 20 years old when the vessel brought him to the port of Boston. It was in that New England town where he met friends who were also interested in sailing aboard American vessels.

"We went to New York and sailed on anything we could," recalled Alexander. "Back then there were no unions. You just took whatever job you could get."

Alexander was 41 when he became a charter member of the Seafarers International Union in 1938. Recalling the day he was recruited to help form the union, he stated, "There was a guy on the docks who went around on the waterfront gathering workers for ships. You were asked to work 12 hours a day and pay a dollar a day in dues. I went to work on those ships to become a member of the union and help organize others into the SIU."

His first ship as a Seafarer was the *Gateway City*, a Waterman ship. The tour was six months long and went from New York and Baltimore to the Philippines, Hong Kong and Singapore.

Alexander sailed in both World War I and World War II aboard U.S.-flag merchant ships carrying supplies and ammunition to American troops abroad.

The 100-year-old Seafarer also has walked his share of picket lines during some of the biggest strikes and organizing drives in U.S. maritime history.

"George was very involved in the ISU strikes and was a major organizer during the Calmar campaign. He was also instrumental in the Isthmian campaign," stated Caffey. "Whenever you needed a good union man, everyone knew to call on George."

During the last 12 years of his SIU career, Alexander was the port steward for Calmar Lines. In 1970, at age 73, Alexander retired.

"Even after being retired nearly 27 years, George still visits the Brooklyn union hall on a weekly to daily basis to shoot the breeze with some of his old shipmates," noted Nardo.

George Alexander remembers being a young boy in Dominica standing on the shore of the Atlantic Ocean in the early 1900s, watching large ships sail by.

Every day the young boy went to the beach after school, and each time he would say out loud, "Oh my God, I swear I will someday be on one of those ships."

It turned out that Alexander, a charter member of the SIU, spent 60 years fulfilling that childhood dream of sailing the world's oceans.

On January 27, Alexander had a chance to share some of those experiences at the SIU hall in New York. There, active and retired Seafarers joined in a surprise birthday celebration for their 100-year-old friend, who still participates in union activities and who lives in the area.

Last year, when Alexander turned 99 years old, he visited the New York hall, just as he does nearly every day. When Jack Caffey, SIU vice president Atlantic Coast, discovered that it was the Seafarer's 99th birthday, he declared, "George, on the day you turn 100 years old, we are going to throw you a huge party!"



Retired engine department member William "Flatop" Koflowitch poses for a picture with his former shipmate George Alexander.

A year later, Caffey and his assistant, Michele Nardo, promised Alexander a special birthday lunch at the restaurant of his choice. But instead of going out to eat as ostensibly planned, he was brought to the union hall by longtime friend David Jones. He was surprised with balloons, streamers, a 100th birthday cake topped with candles, two six-foot submarine sandwiches, a mound of presents and 50 close friends and old shipmates.

"They walked me over to the table to sit down. I was very surprised," Alexander told a reporter for the *Seafarers Log*. "I felt very, very happy and appreciative," he added.

After enjoying lunch and swapping stories with his guests, Alexander was presented with a framed letter from President Clinton wishing him a happy 100th birthday, a ship's wheel with an engraved message from SIU President Michael Sacco and an SIU jacket and gold watch from Caffey and the staff at the New York hall. He also received many other gifts from