



The

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Seafarers Log

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

Maritrans Tankers Join SIU Fleet



Seafarers last month crewed two tankers recently acquired by Maritrans, Inc. SIU members signed aboard the *Allegiance* in Texas and the *Perseverance* in Puerto Rico. Above (from left), Chief Steward Tyler Laffitte, SA John Noel, AB Jennifer Avrill and QMED Howard Allen report to the *Allegiance*. Page 3.

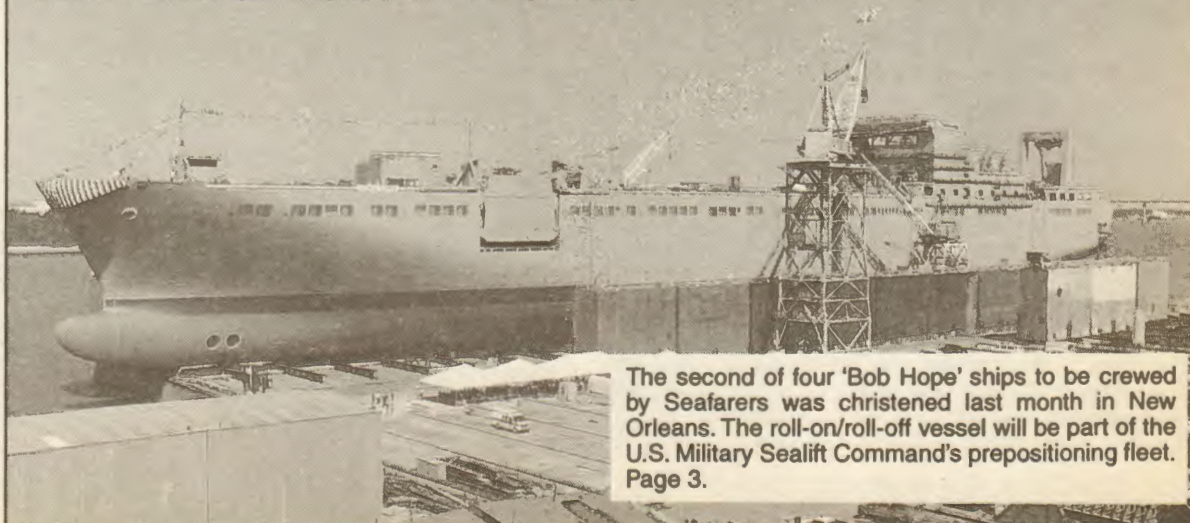
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USNS Fisher Christened in New Orleans



The second of four 'Bob Hope' ships to be crewed by Seafarers was christened last month in New Orleans. The roll-on/roll-off vessel will be part of the U.S. Military Sealift Command's prepositioning fleet. Page 3.

President's Report

Internet Excitement

Last month, the SIU made an exciting announcement about the debut of our site on the world wide web.

This is a big step forward for the union, not simply because we established a presence on the internet but because we have a very useful, informative site. That is a result of careful planning, patience and hard work. Rather than rushing headlong into this project, the union emphasized quality, accuracy and effectiveness—characteristics that typically take a while to develop.



Michael Sacco

Early returns seemingly back up this opinion. During its initial weeks, our site received more than 6,000 visits or "hits," which I'm told is a good start.

For SIU members, our web site, located at www.seafarers.org, provides lots of pertinent information. Seafarers who are connected to the site may read articles from the current issue or back issues of the *Seafarers LOG*. They may check descriptions of the courses available at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

They also may delve into the early history of American maritime labor and the initial years of the SIU. Or, if they have something to say about a current issue affecting the maritime industry, they may send an electronic-mail message to their senators and congressional representative.

These are just some of the site's features.

Of course, with tens of millions of people around the world dialing into the internet, we also hope our site gives visitors, including potential new members, a positive profile of the union. That is why the site contains an overview of the SIU, electronic and printable pledge cards, and more.

While there are many good things about www.seafarers.org, it is important to recognize that the site cannot be all things to all people. It will be a work in progress, though, and we will take advantage of the new technologies best suited to serving the membership as they become available.

However, I want to make it crystal clear that the site in no way will be used to exclude Seafarers who do not have a computer. All of the booklets, applications and forms needed by SIU members will remain available through traditional sources such as the union halls, the *LOG* and headquarters. Much of it also will be reproduced on our web site, for the benefit of those Seafarers who utilize the internet.

As we developed the union's web site, I learned many things about the way people now use computers. For some, it takes the place of writing a letter or making a telephone call. For others, it is a source of information, like an encyclopedia, a magazine or a newspaper.

For instance, if you're checking on a piece of legislation, the U.S. Congress offers a site that can help obtain nearly instant updates, called "thomas.loc.gov."

If you want to know the latest about the AFL-CIO's campaign against proposed fast-track legislation, "www.aflcio.org" features detailed, well-presented information.

If you're interested in the International Transport Workers Federation's activities against runaway-flag shipping, you don't have to call its headquarters in London or wait for an overseas mailing to find out. Instead, you might check its site at "www.itf.org.uk."

The internet also has many other plusses. It can be a gold mine for relaxing by researching your favorite hobby. It has a wealth of educational material aimed at kids. When you get right down to it, there probably isn't a legitimate topic one can think of that isn't covered somewhere on the internet.

That wealth of information, combined with its immediate availability, truly is mind-boggling.

Unfortunately, there is a down side to all of this technology and expansion.

Perhaps more so than any other source of information, the internet puts the responsibility on consumers to be selective in what they read—and in what they believe. As someone told me when the SIU first considered developing our site, the best thing about the internet is that anyone can create a web site.

And the worst thing? Anyone can create a web site.

To put it in plain English, there's a lot of junk on the internet. Sick individuals promote things like child pornography. Others who also have bad intentions are deceitful, using tricks to invade people's privacy and defraud them by stealing their credit card and social security numbers.

In some nationally reported cases, people have gone so far as to use the internet as an aid in planning and carrying out kidnappings and murders. Of less concern but found more often on the computers, other individuals purport to be sources of news or otherwise revealing information, when in fact they are nothing more than rumor mongers or libelous cowards.

The bottom line on the internet, for now, is to consider the source of what you read. Take it with a grain of salt when you don't know who the person or group may be, because currently there is little or no regulation of the internet. People can get away with deception and lies because our nation's legal and governmental communities still are struggling to determine fair, enforceable guidelines.

Those concerns are serious, but they certainly don't outweigh the enormous potential for positive use of the internet. We in the SIU are excited to be on line, and we intend to be part of that positive growth by being responsible, accurate, accountable members of the internet community.

MSC's Perkins Calls U.S. Fleet 'Vital' to National Defense

The commander of the U.S. Military Sealift Command (MSC) recently reiterated his support of the U.S. merchant marine and stressed the importance of sealift.

Speaking October 23 at the Propeller Club of Washington, D.C., Vice Admiral James B. Perkins said, "I continually point out the proud record of the American merchant marine who willingly put themselves in harm's way to get materials delivered."

A longtime backer of the U.S. merchant marine, Perkins reminded the audience of military, maritime and congressional representatives that in times of national conflict, 95 percent of what is needed during the crisis by U.S. forces is moved by sea.

Perkins noted the key role played by Ready Reserve Force (RRF) and prepositioning vessels, many of which are crewed

by SIU members.

"We learned our lesson well in Operation Desert Storm and Desert Shield. The vessels are vital. They aren't just sitting around collecting rust. These are well-maintained ships that participate in many exercises throughout the year to ensure their readiness.

"Prepositioning ships located throughout the world are wonderful deterrents for the U.S. It sends a very, very powerful message to any nation. When 17,000 U.S. Marines are ready to drop in on you, well, you think twice before causing trouble," stated Perkins.

The admiral reported the MSC is committed to the future of the maritime industry as is evident in the new Bob Hope-class vessels being constructed in U.S. shipyards. "New vessels are being built. Everything is on track, and they will be coming out of the



At the Propeller Club in Washington, D.C., Vice Admiral James Perkins, head of the Military Sealift Command, discusses the vital role of sealift.

shipyard for the christening ceremonies very soon," he said.

"Whether it is a permanent, long- or short-term contract, we want our American-flag ships manned with American merchant mariners," concluded Perkins.

Howard Schulman, SIU Counsel, Dies at 79

A dedicated labor lawyer and former general counsel to the SIU, Howard Schulman died October 23, 1997 in Sharon, Conn. of kidney failure resulting from a bout with cancer. He was 79.

His association with the labor movement and the maritime industry dates back to his youth. In order to put himself through St. John's Law School in New York, he worked during the day as a longshoreman. Later, when he was appointed a commissioner for the port of New York/New Jersey, he found himself overseeing activities on the very same docks where he used to work. He never forgot his days hauling cargo from ships and never lost his concern and sensi-



Participation in union activities was one of the topics addressed by Howard Schulman at the 1971 SIUNA convention.

tivity for working men and women.

In offering his condolences to

the family, SIU President Michael Sacco remembered Schulman as the type of lawyer you wanted on your side, whether in the courtroom or in a contract dispute.

"He was a great strategist," Sacco said. "He had one of the most talented legal minds I have ever worked with on any beef since I've been with the SIU. He is going to be sorely missed."

"Howard was a good friend," recalled Herb Brand, who worked closely with the late SIU President Paul Hall in a variety of roles. "He was devoted, loyal and dedicated to his work on behalf of maritime workers."

Schulman was a former pres-

Continued on page 9

Agreement Will Reopen Philadelphia Shipyard 9 New Ships Planned for First 5 Years of Operation

The Commonwealth of Pennsylvania announced late last month that an agreement has been reached with Kvaerner, ASA of Norway to reopen the Philadelphia Naval Shipyard and convert it into a facility to build commercial vessels. The project, which is expected to create as many as 6,000 jobs in the southeastern Pennsylvania region, should begin by the summer of 1998.

Funding for the conversion of the yard will total \$399 million, with money coming from the Commonwealth of Pennsylvania, the Delaware River Port Authority, the city of Philadelphia, the federal government as well as an economic development fund being established by CSX and Norfolk Southern railroads. In a press release, Gov. Tom Ridge announced other sources for additional funding have been identified and are involved in active negotiations.

In its agreement, Kvaerner—Europe's largest shipbuilder—has committed to invest \$165 million into the yard over a 15-year period. The company's original plans call for nine container-ships to be built in the yard during the first five years, with Kvaerner buying three of them itself. However, company officials stat-

ed they ultimately plan to expand the yard to produce more complex vessels like cruise ships and making it the "number one" shipyard in the U.S.

Upon learning the details of the agreement, SIU President Michael Sacco noted the reopening means the world's shipbuilders and investors are looking at American workers and yards to produce world-class vessels that can fly the U.S. flag. Sacco, who also serves as the head of the AFL-CIO Maritime Trades Department (which includes several shipbuilding unions) added, "We will be monitoring this situation very closely. We will work

to help make this announcement of a new major domestic shipyard a reality so union members will be involved in these new jobs to build and crew the latest vessels to sail the seas."

Adding his support for the deal was John Snow, chairman of CSX, which owns SIU-contracted Sea-Land Service. "The commonwealth's forward-looking agreement with Kvaerner offers Jones Act carriers and customers an opportunity to move a whole new technology base," Snow stated. "You are combining a world-class shipbuilder with what soon will be a world-class shipbuilding facility."

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The SIU on line: www.seafarers.org

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SIU Crewmembers: 'The More Jobs, The Better!'

Seafarers Sign On Newly Acquired Tankers

Seafarers reported for work last month aboard two newly contracted tankers.

SIU members in La Porte, Texas crewed the *Allegiance*, while Seafarers in Yauco, Puerto Rico climbed aboard the *Perseverance*. Both vessels recently were purchased by SIU-contracted Maritrans, Inc. from Sun Transport, Inc.

"I think this is great. The more jobs, the better," said Recertified Steward Tyler Laffitte, who signed on the *Allegiance*. "When you see new jobs like this, the membership knows the union is really pulling for them, securing all kinds of jobs."

DEU Angel Figueroa, also joining the crew of the *Allegiance*, said he views the new

employment opportunities for Seafarers as a chance to further enhance the union's reputation for providing qualified manpower. "I'm ready to get out there and show them what we can do. There won't be any messing around, just 110-percent effort," he stated. "Seeing more jobs for the members makes me feel great. The more the better."

The *Allegiance* (formerly the *New York Sun*) is scheduled to transport gasoline and diesel fuel among ports including Houston; Jacksonville, Fla.; Port Everglades, Fla.; Aruba and Panama. Built in 1980, it weighs 34,000 tons.

The 16-year-old *Perseverance* (formerly the *Philadelphia Sun*), also weighing 34,000 tons, is slated to carry lube oil to ports in Puerto Rico, Delaware, Texas and North Carolina.

In addition to the tankers, Maritrans also purchased two tug-barge units from Sun Transport that will be crewed by Seafarers. And, in late August, Maritrans bought two 40,000-ton, double-hulled tankers from Chevron, as reported last month in the *Seafarers LOG*. SIU members will crew all of those vessels in the near future.

During shipboard meetings last month on the former Sun tankers, SIU officials reviewed the contracts covering the vessels, including benefits, and answered crewmembers' questions.

"We covered the contract from beginning to end, and it clearly means better wages and benefits for the crew," noted SIU Assistant Vice President Jim McGee, who met with the *Allegiance's* crew.

Steve Ruiz, SIU port agent in San Juan, said Seafarers "made a smooth transition" in assuming their posts aboard the *Perseverance*. "The crew seemed particularly impressed with the medical benefits and the pension plan. Our guys are very happy, because this means they have additional ships steadily coming to Puerto Rico."



Above: The first Seafarers to sail aboard the *Allegiance* include (seated, from left) SA John Noel, Chief Steward Tyler Laffitte, AB M. Zuniga, Chief Cook G. Hopper, (standing) AB Omaha Redda, SIU Patrolman Mike Calhoun, AB Matt Garcia, QMED Howard Allen, AB Jennifer Avрил, Bosun Sam Poreachea, DEU Angel Figueroa, AB Ray Johns and QMED J. Wesley.



Crewing of the *Perseverance* in Puerto Rico draws a positive reaction from (front row, from left) SA C. Ransom, AB Walter Wilde, AB Adam Talucci, SIU Patrolman Victor Nunez, (back row) SIU Port Agent Steve Ruiz, QMED Monroe Monseur, AB Patrick Neary, AB Mark DePalma and AB Justin Savage.



Shortly after signing aboard the *Perseverance*, ABs Justin Savage (on ladder) and Mark DePalma prepare to paint the stack while the vessel is docked in Yauco, Puerto Rico.

Hall Center Developing Program For Entry-Level Inland Seafarers

Representatives of SIU-contracted inland companies, the Paul Hall Center for Maritime Training and Education and the union met last month in Piney Point, Md., where they proposed an unlicensed inland apprentice program.

The center hopes to implement the new curriculum sometime in 1998, pending approval by the U.S. Coast Guard and other Seafarers-contracted inland companies.

This proposal is a direct result of the joint meeting of the center's deep sea and inland advisory boards earlier this year, noted Bill Eglinton, director of vocational education at the school. It was developed by a working group composed of volunteers from that meeting.

"Once again, it's evident that the advisory board meetings generate valuable ideas and input from many sources," stated Eglinton, who pointed out this year's conference included representatives from the union, the Hall Center's Lundberg School of Seamanship, the Coast Guard, U.S. Maritime

Administration, U.S. Military Sealift Command, National Transportation Safety Board, and SIU-contracted deep sea, Great Lakes and inland operators.

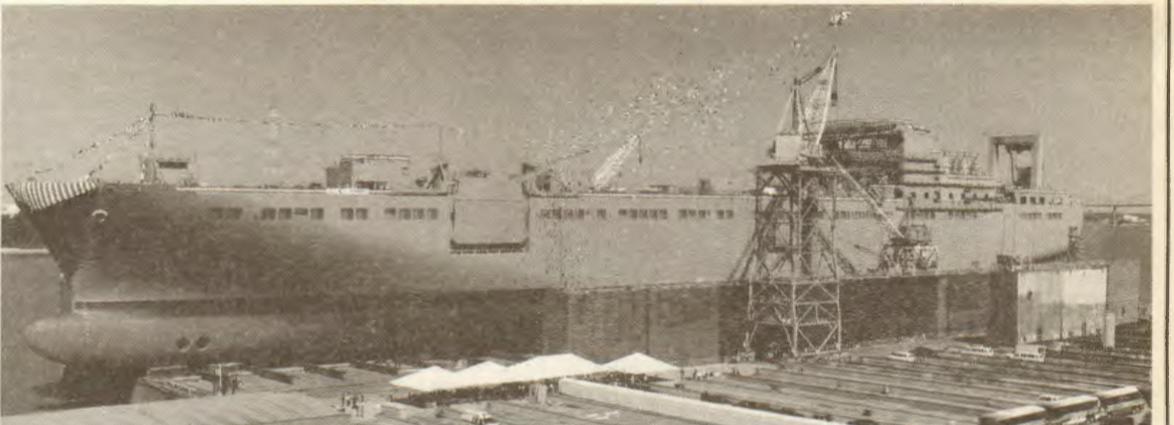
Previous advisory board meetings have led to the development of the center's Coast Guard-approved training record book (TRB) and the revamp of the deep sea curriculum for entry-level mariners, among many other advances.

The recommended inland apprentice program includes an initial 12-week training phase covering vessel familiarization; shipboard sanitation; water survival; firefighting, first aid and CPR; galley operations; and vessel operations and maintenance.

Members of the working group also recommended a training segment of two to three months aboard a vessel, followed by four weeks of advanced training at the Paul Hall Center. That final phase would include the tanker familiarization and tanker assistant DL classes, among other training.

Second 'Bob Hope' RO/RO Christened in New Orleans

Union Will Crew Prepositioning Ship USNS Fisher



Scheduled to be crewed by Seafarers when it is delivered to the Military Sealift Command next year, the *USNS Fisher* is part of a multi-ship package intended to boost America's sealift capability.

Signifying more future job opportunities for SIU members, the third in a series of prepositioning ships being constructed for the U.S. Military Sealift Command (MSC) was christened last month in Louisiana.

The *USNS Fisher*, a Bob Hope-class ship built at Avondale Shipyard in New Orleans, is slated for delivery to MSC in 1998. The 950-foot roll-on/roll-off (RO/RO) vessel will join MSC's Afloat Prepositioning Force upon delivery and will be operated by SIU-contracted Maersk Limited of Norfolk, Va.

The *Fisher* is part of a multi-ship package intended to satisfy the nation's need for increased sealift capacity as identified after the Persian Gulf War. That package includes three other Bob Hope ships and four Watson-class vessels also operated by Maersk Limited, with delivery dates ranging between 1998 and 2000; five converted RO/ROs operated by SIU-contracted Bay Ship Management; and six other new builds for which charters have not been awarded.

The 13 vessels operated by Maersk and Bay Ship represent hundreds of new jobs for Seafarers.

Avondale is constructing the Bob Hope ships already under contract, with the *USNS Bob Hope* having been christened in March. The National Steel and Shipbuilding Company (NASSCO) shipyard in San Diego is building the Watson-class ships,

including the recently christened *USNS George Watson*.

Can Exceed 24 Knots

Christened on October 18, the *Fisher* can carry up to 1,000 U.S. Army vehicles, including tanks and other combat motorized units. It is designed and constructed with more than 380,000 square feet of cargo capacity and has a beam of nearly 106 feet, with a full-load displacement of more than 62,000 tons. It has a draft of 34.5 feet, greater than 65,000 shaft horsepower and can exceed 24 knots.

The vessels is named in honor of Zachary Fisher, a prominent New York City builder and real estate owner, and his wife, Elizabeth, a former USO entertainer during World War II, according to Avondale.

The Fishers in 1983 founded an establishment to provide free housing for military families in times of crisis, which still operates. They also were instrumental in transforming the historic aircraft carrier *USS Intrepid* into a museum, and generously have supported families of military personnel killed in the line of duty, facilities for disabled children, and military scholarship programs.

Only four other people have had Navy ships named after them in their lifetimes: former U.S. Senator Carl Vinson of Georgia, former Chief of Naval Operations Admiral Arleigh Burke, former President Ronald Reagan, and entertainer Bob Hope.

U.S. Cruise Ship Proposal Outlined to Senate

MTD Also Denounces Two Bills to Gut Passenger Cabotage Act

Pointing out how two bills under consideration before the Senate Surface Transportation and Merchant Marine Subcommittee would impede nearly a decade's worth of effort to revise the U.S.-flag cruise ship industry, the AFL-CIO Maritime Trades Department (MTD) urged legislators to instead support a proposal to develop an American-flag fleet.

Frank Pecquex, executive secretary-treasurer of the MTD, addressed the subcommittee during its October 21 hearing on the Benefits from Cruise Ships Visiting Alaska Act (S.668) and the United States Cruise Tourism Act (S. 803).

Both measures would gut the nation's passenger cabotage law—the Passenger Vessel Services Act—by allowing foreign-flag cruise ships to carry tourists from one U.S. port to another. S. 668 would pertain strictly to the Alaskan trade, while S. 803 would open all U.S. deep sea shorelines to foreign-flag cruise ships for domestic voyages.

Both measures are opposed by the Seafarers International Union, which is one of 32 maritime-related unions within the MTD. (SIU President Michael Sacco also serves as the head of the MTD.)

Create Few, If Any, Jobs

Speaking to the subcommittee, Pecquex noted the two bills "would produce few, if any, shipboard, shipyard or industrial jobs for U.S. citizens."

He went on to say passage of either measure "would be especially unfortunate in view of the substantial progress that is being made toward reaching an agreement among various U.S. mar-



With actions taking place to build up a U.S.-flag cruise fleet, Congress should not implement measures that would weaken the passenger cabotage law, MTD Exec. Sec.-Treas. Frank Pecquex tells the Senate Surface Transportation and Merchant Marine Subcommittee.

itime interests on a U.S.-flag cruise development proposal."

Decade of Effort

An outline of the proposal was included in the testimony provided by the MTD as well as three maritime industry associations representing U.S.-flag shipping companies. The proposal includes the resurrection of the Maritime Administration's shipbuilding finance guarantee program (known as Title XI). The outline also contains the recently passed measure in Congress to create a pilot project to build two U.S.-flag cruise ships in American yards by 2008 and the announcement (after the hearing) of Europe's largest shipbuilder to convert the Philadelphia Naval Shipyard into a commercial facility capable of constructing cruise ships, among other factors.

The associations, in written

testimony presented to the subcommittee, also noted that during the decade of the 1990s, U.S. yards had built and U.S. companies were operating smaller passenger vessels that exceeded \$2 billion in construction costs without the use of subsidies available to foreign operators.

Employment Under U.S. Flag

Pecquex informed the senators that a U.S.-flag cruise industry would provide jobs for a wide variety of Americans, not just merchant mariners. It would include shipbuilders, steel workers, coal and iron ore miners, their suppliers and many more in the construction phase. A U.S.-flag cruise industry also would help port facilities when the ships were underway, Pecquex stated.

Other Concerns

The MTD official told the legislators foreign-flag cruise ships do not meet U.S. Coast Guard safety standards. He reminded them of problems found by the Coast Guard in conducting fire and safety drills aboard the foreign-flag vessels presently calling on American ports.

In some cases, crewmembers who would be in charge of passenger safety did not even speak a common language, let alone English, which would be the primary language used by tourists boarding the vessels.

"The development of a larger fleet of U.S.-flag cruise ships operating in accordance with U.S. safety regulations will obviously be of significant benefit to cruise passengers," Pecquex said.

Besides the subsidy and safety issues, Pecquex noted foreign-flag vessels presently do not have to meet U.S. labor, pay and tax

provisions, thus making these vessels cheaper to operate than those that sail under the U.S. flag. He added that neither S. 668 nor S. 803 address this concern.

The hearing ended with no action being taken on either bill. No date was announced for further consideration of S. 668 and S. 803.

Boatmen Complete Health/Safety Course

Since late summer, more than 75 SIU boatmen who sail aboard Crowley and Sabine tugs have updated their health and safety skills during courses offered by the staff of the Paul Hall Center in Lake Charles, La. and Jacksonville, Fla.

Emergency first aid, hazardous waste response (hazwoper) and accident prevention were some of the topics addressed by Lundeberg School instructors Casey Taylor, Mark Jones and Stormy Combs during the four-day sessions offered to Seafarers between August and November.

The boatmen earned certificates for completing an 8-hour hazwoper refresher course that was part of the on-site training. That curriculum primarily focused on the identification of hazardous materials, use of protective gear and procedures for contacting emergency personnel.

Other subjects covered included basic chemistry of hazardous materials; use and care of different safety and breathing equipment; confined space entry; emergency first aid and CPR; sampling techniques; emergency response plans and decontamination.

Rick O'Keefe, an AB who sails aboard Crowley tugs, noted the importance of reviewing the vital material. "It has been a couple of years since I had any type of formal training in health and safety so it was good to go over it

all again. I have taken classes taught by instructor Casey Taylor in the past and I always enjoy the way he presents the material," stated O'Keefe at the Jacksonville union hall in August.

The boatmen received intensive training in hazardous-materials handling as well as how new regulations created by the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW) and the International Organization for Standardization affect them on the job.

Boatmen who completed the four-day course should be able to identify a hazardous material, monitor its danger level, select and use the appropriate safety gear (such as gloves, boots, protective suits, etc.), contain a spill (whether the hazardous material is only onboard the vessel or also is in the water) and identify the solution needed for decontamination of the equipment.

"This was the first Lundeberg School course I have taken," stated OS Jim Quinn, who joined the SIU in 1996 and sails aboard Crowley tugs. "I thought it was great that the course was taught in Jacksonville. I enjoyed learning more about what to do if one of my crewmembers is poisoned or comes in contact with a hazardous chemical. The entire course was very informative," concluded Quinn.

USCG Rule Aims to Boost Safety On Towing Vessels, Tank Barges

The U.S. Coast Guard last month proposed rules requiring installation of equipment to suppress fires on towing vessels and to enhance existing standards for anchoring or retrieving a drifting tank barge.

Developed in cooperation with the agency's Towing Vessel Safety Advisory Committee (TSAC), the proposal stems from an oil spill in early 1996 off the Rhode Island coast and a subsequent congressional directive in that year's Coast Guard Authorization Act.

The Coast Guard will accept comments on the proposed rule until January 5, 1998.

In accordance with a 1996 congressional mandate, the Coast Guard is calling for any one of three emergency response measures for tank vessels to utilize in order to prevent grounding of a drifting barge. This part of the law would apply to tank barges and the vessels towing them on the coastal waters, high seas or on the Great Lakes.

According to the "notice of proposed rulemaking" as published in the *Federal Register* on October 6, the three recommended emergency-control systems are as follows:

- Manned with an operable anchor, in which the crew is a key component in the tank-barge anchoring system and where training, maintenance and inspection provisions facilitate the system's capacity to function. At least one crewmember must be able to deploy the anchor within a reasonable response time and must confer with the master in determining the appropriate length of chain to be used.

- An emergency retrieval system that will allow the barge to be rescued if the tow line ruptures. This system should include an emergency tow wire or

tow line similar to the primary one. It may be available on either the barge or the vessel towing it.

Also, equipment to regain control of the barge and resume towing without having to place crewmembers on the barge must be available on the towing vessel.

The system would undergo periodic inspection, and crewmembers annually would conduct retrieval drills.

- The third part of the proposal reads as follows: "If neither of these two measures are viable, then the tank barge or vessel towing it must have on board another measure or combination of measures comparable to" the aforementioned systems.

Additionally, in trying to reduce the number of fires that cause propulsion loss, the agency proposes that applicable vessels contain a general alarm system, a fire detection system, a communication system, fire pump and fire main systems, portable or semi-portable fire extinguishers, remote engine shutdown or fuel shutoff, fuel system standards (on new vessels), a fire ax and muster list. Crewmembers also must participate in periodic safety orientations and drills as spelled out in the proposal.

The Coast Guard noted that TSAC conducted a survey of the towing vessel fleet in conjunction with developing their recommendations, and the study revealed most towing vessels already possess the equipment and systems called for by the new rule.

Further, because towing vessels typically are uninspected, vessel owners will be responsible for compliance. Such adherence would be spot-checked by the Coast Guard only during vessel boardings.



Seafarers pictured above who completed training at the Jacksonville, Fla. union hall are (from left) Deck Utility Rick O'Keefe, Chief Electrician Pete Albano, Chief Electrician Gerald Simpson, Chief Mate Jim Larkin, Chief Mate Roger Rothschild and Deck Utility Bobby Simmons.

U.S.M.M.I.'s Ed Stribling Passes Away



Captain Edward E. Stribling, 54, the operations director at SIU-contracted U.S. Marine Management, Inc. in Norfolk, Va., passed away September 28 after a long fight with cancer.

Officials at SIU headquarters and at the Paul Hall Center for Maritime Training and Education remember Stribling as someone who eagerly and effectively pitched in to ensure that American mariners received proper training and certification.

"He always was willing to volunteer for training committees and help in whatever other ways he could," noted SIU Vice President Contracts Augie Tellez, who worked with Stribling at this year's combined deep sea-inland towboat advisory board conference at the Paul Hall Center in Piney Point, Md.

A native of Charlotte, N.C., Stribling served in the U.S. Marine Corps before graduating from the Merchant Marine Academy at King's Point, N.Y. in 1967. He became commissioned in the U.S. Naval Reserve and served on active duty during the Vietnam War.

In 1972, Stribling began his career as a merchant mariner. He possessed an unlimited license and captained many ships.

AFL-CIO Steps Up Campaign Against Fast-Track Bill

Senate Vote Possible This Month

Trade unionists throughout the United States are leading the intensifying fight against proposed legislation that would extend fast-track negotiating authority on international trade agreements to the president.

Despite those nationwide efforts, House and Senate committees last month passed fast-track bills, and a full Senate vote may take place sometime early this month. However, with many lawmakers divided on this issue and a number still undecided, the projected outcome of floor votes in each chamber is uncertain.

Under fast track, Congress gives up its right to amend a treaty. It only can approve or disapprove the entire package.

The administration wants to use fast-track negotiations to expand pacts like the North American Free Trade Agreement (NAFTA) to countries in Central and South America.

Given the stakes as well as the precarious status of the votes, the AFL-CIO, the national federation of trade unions (of which the SIU is an affiliate), is engaged in a massive grassroots campaign aimed at defeating fast-track legislation. Last month alone, the efforts included dozens of meetings with congressional representatives, demonstrations and leaflet-distribution across the country, print and broadcast advertising, internet campaigns by the AFL-CIO and member unions, and more.

The Steelworkers is one of several unions that has been particularly active in this showdown. In addition to the international union waging an on-line campaign, approximately 140,000 individual Steelworkers and their

families have written letters to Congress urging defeat of fast-track legislation.

The campaign by corporate interests in favor of fast-track authority mostly has consisted of media advertising and a 40-city tour organized by the U.S. Chamber of Commerce.

NAFTA Says It All

Opponents of fast-track negotiations are emphasizing that they do not oppose truly fair trade agreements that adequately protect workers and the environment. However, they point to NAFTA as timely and overwhelming proof of fast track's flaws.

The tariff-removing trade pact between the U.S., Mexico and Canada, implemented in January 1994, was negotiated on fast-track terms. By most accounts, it has been disastrous for workers and their families in all three countries and has damaged the environment while advancing quick profits for CEOs and others among the privileged few.

If Congress passes fast-track legislation, NAFTA's severe consequences will multiply as more and more nations with living standards below America's sign onto similar agreements, warn opponents of the bill.

Under NAFTA, America has lost more than 400,000 jobs as businesses shifted production to Mexico, where wages average \$4 a day and enforceable environmental regulations are nonexistent. Only a minuscule number of U.S. jobs has been created as a direct result of the agreement.

Further, almost none of those displaced American workers found employment with wages and benefits equal to their previ-

ous jobs. On average, they took a pay cut of \$4,400 per year—some despite working two jobs in trying to replace their lost income.

Even those who kept their jobs likely felt downward pressure on wages and benefits due to NAFTA. According to a recent study conducted by Cornell University, 62 percent of U.S.-based employers have used the threat of factory relocation to Mexico during contract talks and organizing drives.

That study supports similar findings of an earlier survey done by the *Wall Street Journal*.

Workers in Mexico, whom NAFTA's proponents claimed would greatly benefit from the treaty, arguably have suffered most of all. Since the pact took effect, 8 million Mexicans have slipped into poverty. Wages have dropped by 30 percent despite increased productivity, and the maquiladora plants along the border have led to a proliferation of poverty-laden communities.

NAFTA also has resulted in environmental damage. The federation reports that the amount of hazardous waste coming across the border increased 30 percent in 1995, and the incidences of hepatitis A in border communities has risen two to five times the national average.

Generally, increased agricultural imports and inadequate border inspections have led to a rise in unsafe produce in American supermarkets. For instance, strawberries, lettuce and carrots from Mexico have a high rate of illegal pesticide residues.

Yet, fewer than one percent of trucks crossing the U.S.-Mexico border are inspected. According to numerous news reports, that has led to increased drug trafficking and unsafe trucks on U.S. highways.

Deficit Soars

Economically, there seemingly is no disputing the fact that America has been hurt by NAFTA. Before the pact, the U.S. had a small trade surplus with Mexico. Since the trade agreement went into effect, the U.S.

trade surplus with Mexico has become a \$16 billion deficit.

Moreover, although there may be a perception that trade agreements only address issues such as tariffs, quotas and customs procedures, they in fact provide many corporate protections. As noted by the AFL-CIO, "Trade agreements like NAFTA require countries to change their foreign investment laws to treat foreign investors the same as national ones, to compensate for expropriated property in a manner consistent with U.S. law; to reduce agricultural subsidies; and to enforce intellectual property rights (like patents). These are enforceable

issues at the core of the agreement, while labor and environmental issues have been relegated, at best as in NAFTA, to unenforceable side agreements."

SIU members are urged to contact their elected officials and ask them to vote against fast track. The AFL-CIO has set up a toll-free number — 1-800-97-AFLCIO—to assist in this matter.

Seafarers also may visit the federation's Stop Fast Track web site at www.aflcio.org/stopfast-track. The site includes a letter against fast track that may be sent via e-mail to one's senators and representative.

Ever since NAFTA, our jobs have been on the "fast track" to Mexico.



IT'S BEEN THREE AND A HALF YEARS SINCE AMERICA RUSHED INTO THE NAFTA DEAL, and the results are in. So many corporations chased lower wages to Mexico that America has lost about 420,000 jobs. And as our factories close, the impact on local economies and tax revenues is hurting small businesses, hospitals and entire communities.

Is that what our trade deals are supposed to do? Make it easier for American businesses to pull up stakes? Not exactly. But NAFTA failed to include standards to protect our jobs, wages, environment and safety, and Congress wasn't even given the chance to fix what was wrong. So instead of fair, balanced trade that benefits everyone, corporations made out like bandits while American workers and consumers were left behind.



Now corporations are asking Congress to give the president more fast-track authority—to extend the NAFTA deal to other countries. There's only one way to stop it. Tell Congress to say no.

Call 1-800-97-AFLCIO. Tell your representatives in Congress to say no to fast-track trade deals.

FROM THE WORKING MEN AND WOMEN OF THE AFL-CIO

Because NAFTA (which was negotiated on fast-track terms) has proven to be disastrous for workers and their families and has damaged the environment, the AFL-CIO has started a grassroots advertising campaign aimed at defeating fast-track legislation. As shown in these examples, readers are urged to call their representatives in Congress to stop the passage of fast-track negotiating authority.

Forbes' Bill Calls for Veterans' Status For All Mariners Who Sailed in Wars

Citing 'Long-Overdue Recognition,' SIU Backs Measure

The SIU is supporting a bill that would extend veterans' benefits to all U.S. merchant mariners who sailed during times of war.

As the *Seafarers LOG* went to press, Rep. Michael Forbes (R.-N.Y.) was preparing to introduce the Combat Merchant Mariners Veterans Benefits Act. A member of Forbes' staff said the legislation would be presented early this month.

Upon learning about the bill, SIU President Michael Sacco sent a letter to every member of Congress asking for support of the measure.

"Given the enormous and courageous sacrifices these brave men and women gave in the defense of the freedom we now treasure, it is entirely fitting that this legislation be enacted," Sacco wrote. "On behalf of all the patriotic seafarers who came to the defense of our country during all times of war, I urge you to



U.S. Rep. Michael Forbes (D-N.Y.) is sponsoring legislation that would extend veterans' benefits to all U.S. merchant mariners who sailed during times of war.

become a cosponsor of this legislation. By doing so, you are extending long-overdue recognition to the brave men and women of the U.S. merchant marine."

Forbes, in appealing to fellow members of the House of Representatives for their backing, noted that the only U.S. merchant

mariners eligible for veterans' benefits are those who sailed during World War II between December 7, 1941 and August 15, 1945.

"By limiting eligibility, the [secretary of the Air Force, who has been charged with determining veterans' status] has discriminated against a number of mariners who valiantly served our country during times of war.... In order to rectify this problem, the Combat Merchant Mariners Veterans Benefits Act of 1997, if signed into law, would provide veterans' benefits to individuals who served as United States merchant mariners during all times of war," he observed in a "Dear Colleague" letter sent to all House members.

"Merchant mariners were there for our country during wartime and we need to be there for them in their time of need," he concluded.

Imagine if every time you ask for a raise, the boss threatens to move.



WELCOME TO THE WORLD OF FAST-TRACK DEALS. When America rushes into trade deals like NAFTA—without negotiating standards to protect workers and consumers—it gets easier for corporations to take our jobs elsewhere. And working Americans lucky enough to keep their jobs are often pressured to accept lower pay—or else.

Across the country, American businesses are using the threat of moving production to Mexico—where workers earn \$4 a day—to hold wages down and fight union organizing campaigns. In fact, 24 percent of the corporate executives polled just before NAFTA was implemented said they were likely to use it "as a bargaining chip to keep wages down."



At a time when most working Americans are struggling to get by, some of the biggest corporations in America—GM, Chrysler, Boeing, Procter & Gamble and more—are raising \$3 million for a campaign to pressure Congress for more fast-track NAFTA deals. There's only one way to stop it. Tell Congress to say no.

Call 1-800-97-AFLCIO. Tell your representatives in Congress to say no to fast-track trade deals.

FROM THE WORKING MEN AND WOMEN OF THE AFL-CIO

SIU Manpower Office Prepares for Role In Simulated RRF Breakout This Month

All SIU hiring halls will be working with the union's manpower office for the first two weeks of this month to handle a simulated breakout of Ready Reserve Force (RRF) vessels during an annual drill run by the Maritime Administration (MarAd).

Although Seafarers on the beach will play a vital role in this exercise, none of the members will be affected or even realize they are involved. According to Headquarters Representative Carl Peth, who is overseeing the SIU role in the MarAd exercise known as Breakout '97, all work will be

done via paper among the government agency, the U.S.-flag operating companies for the RRF ships and the unions who provide the crews.

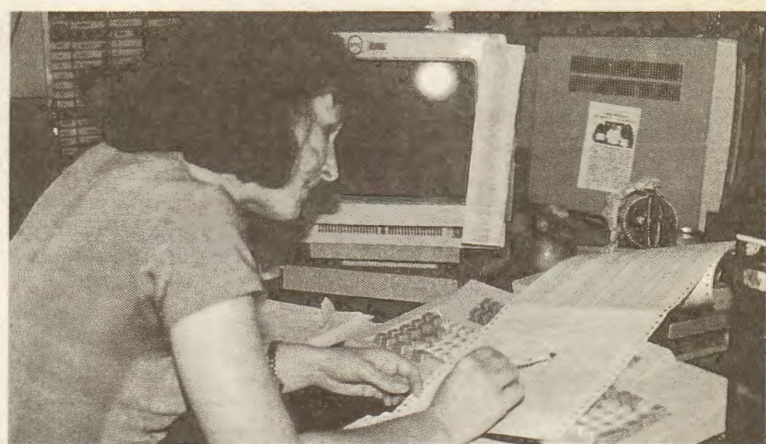
"Our members will see activity behind the counter as we verify members are properly registered and available, but that is about the only way it will affect them," Peth noted. "All the work involving the union will be done here in manpower and in the halls. It will not affect the members directly."

Breakout '97 is an annual exercise designed to verify that RRF ship operators and the maritime

unions have enough manpower available to crew vessels in the event of an emergency. MarAd creates a scenario in which different ships are called to active duty and notifies the companies they have from four to 20 days to provide a full crew on paper, depending on the breakout status of the vessel. MarAd is given a list of available licensed and unlicensed mariners who serve as the crew through the exercise. Once a name is used, that mariner may not be chosen for any other ship involved in the two-week action.

Seafarers should note that if their name is used in the exercise, it does not disqualify them from throwing in for a real job posted in a union hall, Peth stated. "SIU members won't even know their names have been submitted, so their registrations will not be affected," he assured.

Beginning November 3, MarAd will notify RRF operators which ships need to be "crewed." Special job call sheets will be sent out by the SIU manpower office in Piney Point, Md. independent of normal crewing lists to the port nearest to the RRF ship called to



Manpower personnel, like Bonnie Johnson shown here reviewing an active registration list, will work with union halls to "crew" RRF vessels during a simulated breakout exercise conducted by MarAd this month.

Strawberry Workers' Fight For Fairness Is Growing

The United Farm Workers (UFW) announced that the second largest grocery chain in the nation, Safeway, has signed on in support of 20,000 California strawberry pickers who are attempting to gain a contract.

Safeway joins 27 other retail food companies covering 4,630 stores in 41 states and four Canadian provinces that have signed pledges supporting the rights of strawberry workers.

Strawberry pickers are among the hardest working but lowest paid workers in America. Many of the pickers face horrible conditions on the job: sexual harassment in the fields, inadequate bathrooms (if such facilities are available), no clean drinking water during 10- to 12-hour work days, no health coverage and no job security. For this, they earn an average of about \$8,000 a year.

The push to represent the strawberry workers is the United Farm Workers' biggest organizing drive in 20 years. The main focus of the effort has been a nationwide campaign to gain the commitment of grocery stores to increase the price of a pint of strawberries by a nickel. The extra five cents per pint could improve the pickers' wages as much as 50 percent.

Since last summer, delegations of labor, community and religious leaders have aided this cause by visiting stores throughout the country and asking managers to take a stand on behalf of the berry workers.

The pledge by Safeway to support the California strawberry workers is "another sign that change is coming to California strawberry fields," stated UFW President Arturo Rodriguez. "Safeway's support for what are basic human rights for some of the poorest workers in our country deserves the community's acclamation and gratitude."

Other major chains that have signed the pledge include A&P (also known as SuperFresh,

Farmer Jack and Waldbaum) with stores in Philadelphia, New Jersey, Detroit, New York City, Baltimore and Ontario, Canada; Lucky California and Las Vegas; Ralphs throughout Southern California; Jewel in Chicago and Albuquerque; Acme in Philadelphia; and Calas in San Francisco.

USCG's Merchant Marine Personnel Committee Tackles Proposed STCW and Tankerman Regs

Editor's note: This article was written by AB Sinclair Oubre, who serves on the MER-PAC committee.

On September 25 and 26, the U.S. Coast Guard Merchant Marine Personnel Advisory Committee (MER-PAC) met at the Seafarers International Union's Harry Lundeberg School of Seamanship, located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

This was the ninth meeting of the committee, which serves as a deliberative body to advise the secretary of transportation (via the Coast Guard commandant) on matters relating to the training, qualification, licensing, certification and fitness of seamen serving in the U.S. merchant marine.

The committee includes representatives of maritime labor—both licensed and unlicensed personnel from the deck and engine departments.

The rest of MER-PAC includes maritime instructors and other representatives of marine training institutes, Coast Guard officials and administrators from shipping companies. The group meets periodically and covers a broad range of subjects pertinent to training and certification for U.S. mariners.

During the September meeting, much discussion centered on improving the performance of the Arlington, Va.-based National Maritime Center, a regulatory arm of Coast Guard headquarters. At the previous MER-PAC session, strong concerns had been raised by the maritime schools about delays in getting new courses and course changes approved, the lag in updating the question bank (from which the exam questions at the agency's regional exam centers are drawn), and the overall impact of personnel cuts.

In response, the center reported that additional personnel have been hired, and processes are being established to better prioritize the facility's work.

Another major topic discussed at length was the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW). The Coast Guard has printed and opened for comment the interim



Coast Guard Captain Richard Stewart (standing) chairs the Merchant Marine Personnel Advisory Committee meeting last month at the Lundeberg School in Piney Point, Md. Seated to Stewart's right is Coast Guard Admiral Robert C. North. SIU members and officials, along with representatives of the school, were among those who participated in the meeting.

rules that are proposed to bring U.S. legislation in line with the STCW convention. These interim rules were printed in the June 26, 1997 issue of the *Federal Register*.

The final rules greatly will affect the way we as mariners are trained and evaluated on our job performance. In a nutshell, for both the deck and engine departments (licensed and unlicensed), the standards for performing one's work will be raised.

There will be the expectation that one will know his or her task, can perform it when asked, and be satisfactorily evaluated. This should not adversely affect most U.S. merchant mariners, provided they have worked at improving their professional skills. Since the STCW is an international convention, however, with more than 100 signatory nations, it will greatly impact the manning situations on runaway-flag ships (see the October issue of the *Seafarers LOG* as well as the publications of the International Transport Workers Federation).

The SIU's and Paul Hall Center's new Coast Guard-accepted training record book

duty through Breakout '97. Port officials will notify manpower which SIU members (who must meet the requirements for the positions needed) are available and have been assigned to the jobs.

Manpower then will verify through the union's computer registration system that the members indeed are on the beach and eligible to sail in the ratings to which they have been assigned. These names then will be forwarded to the contracted carrier who will

pass them along to MarAd. As a final check, the government agency will utilize the U.S. Coast Guard's data base to make sure the mariners assigned in the exercise hold the ratings for the positions they are assigned.

"These two weeks will be quite busy for us, handling both the MarAd exercise as well as our regular manpower duties," Peth said. "But we have been through this before and we have always handled it well."

(TRB) also was discussed. The TRB is one of the required provisions of the STCW pact that includes standards and evaluation requirements in all the different ratings. Both licensed and unlicensed personnel will have to possess a TRB. (See page 20 of this issue of the *LOG* for more details about the TRB and an application.)

Additionally, the committee discussed one other major issue: qualifications required for mariners involved in midstream fueling operations on uninspected towing vessels. The Coast Guard extended the compliance date to give industry members more time to study the new rule's impact.

This new regulation would allow the person in charge (PIC) to hold a merchant mariner's document, provided the document reflects endorsement either as a restricted tankerman-PIC, a tankerman-PIC, or a tanker-PIC (barge).

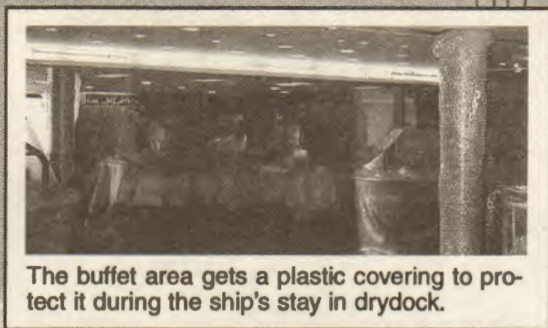
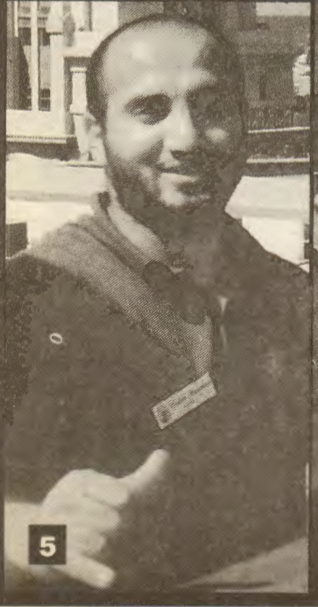
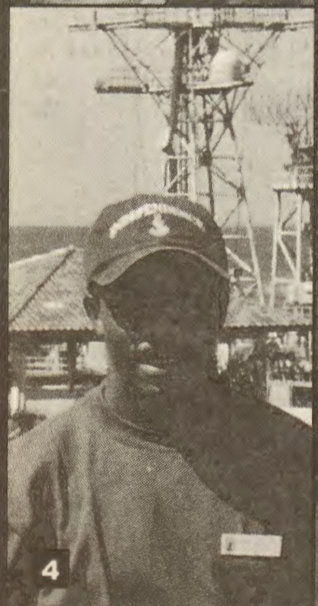
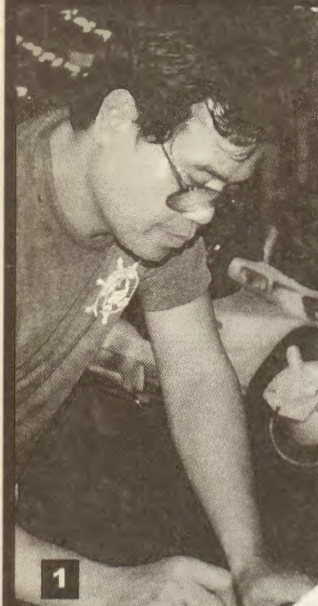
The change stems from the fact that the PIC traditionally has been the master or the mate on the uninspected towing vessel. This person either is in the wheelhouse or taking his or her six hours of rest. The crewmember actually taking the fuel from the midstream fueler is a deckhand, who presently is not required to have endorsements for cargo transfers.

With this in mind, the Coast Guard has proposed that the qualifications for the person on deck be raised. MER-PAC reviewed the issue and supported the proposal.

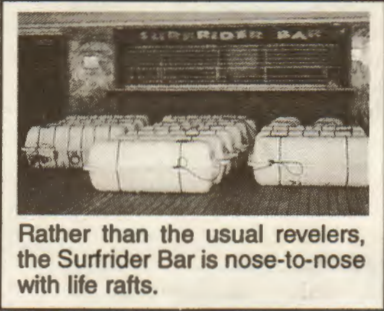
Meanwhile, the committee also touched on the issue of German- and Danish-flag ships sailing with a single-watch bridge. A working group was formed to study the matter and advise the Coast Guard so that a single-watch bridge does not become a practice approved by the International Maritime Organization. It is apparent that if a mate is standing on a single-person watch on the bridge, then an AB has been left on the beach.

If any unlicensed merchant mariner has an issue to raise with MER-PAC, they may contact the committee on the world wide web at www.dot.gov/dotinfo/uscg/hq/g-m/advisory/merpac/merpac.htm, or one may e-mail me directly at Sinclair_Oubre@compuserve.com, or fax me at (409) 985-3847.

SIU Crew Prepares Indy for Drydock



The buffet area gets a plastic covering to protect it during the ship's stay in drydock.



Rather than the usual revelers, the Surfrider Bar is nose-to-nose with life rafts.



QMED Joel Pfister (left) and a contractor begin renovations on one of the ship's two pools.

- 1** Completing his registration form is Room Steward Jerry Bareng.
- 2** Storekeeper Jaoa Cordeiro signs off the *S.S. Independence*.
- 3** Oiler Rolando Romanillos takes a quick break before getting back to work.
- 4** Helping load cargo aboard the *S.S. Independence* is OS Marcos Arriola.
- 5** OS Khaled Shamman does his part to help get the vessel ready for drydock.



When a ship goes into drydock, there's a lot more for the crewmembers to do than just pack their gear and sign off.

Such was the case last May, when the *S.S. Independence*, operated by American Hawaii Cruises, was scheduled for her required periodic drydocking in the port of Portland, Ore.

(Under Coast Guard regulations, American Hawaii Cruises either can do two drydockings every five years and have an underwater hull survey done once a year, or skip the hull surveys and do a drydock every 18 months. The company has chosen the former).

As the SIU-crewed passenger ship pulled alongside a pier in Honolulu, crewmembers assisted in unloading much of the vessel's contents. They secured some items, moved other pieces around so they would not be in the way of renovations and, in general, tidied up the interior areas. Officials from the Honolulu SIU hall were on hand, as well, assisting members with any necessary paperwork, including registration and vacation forms.

Approximately 60 deck and engine department members stayed with the vessel as she sailed to the Portland (Ore.) Cascade General Shipyard and helped independent contractors with some of the maintenance work during the month-long drydocking operation.



The aft passenger deck of the *S.S. Independence* becomes a staging area for supplies needed during the refurbishing project.

The bottom of the vessel was cleaned and repainted, and the shaft and propellers were checked for signs of wear. New wall coverings were added to the passenger corridors, improvements were made to the crew quarters, and two life raft stations were added, bringing the total to eight. The ship's two pools were rebuilt and a fire-detection system, similar to the kind found on the floors of airliners, was added for increased safety and security. Many other maintenance projects were included, but perhaps the most ambitious project to occur in the Portland drydock was the installation of new living quarters where once only cargo holds existed.

When built 46 years ago, the *S.S. Independence* was designed to carry passengers and cargo across the Atlantic Ocean. Now, however, the vessel exclusively serves passengers on a weekly cruise around the Hawaiian islands. This meant that the empty cargo holds were not being used and were, in effect, available space. During the period in drydock, 28 prefabricated cabins containing 60 berths were installed in these holds and now are attractive living quarters.

Following a month in drydock, the *S.S. Independence* resumed her 7-day itinerary around the Hawaiian islands.

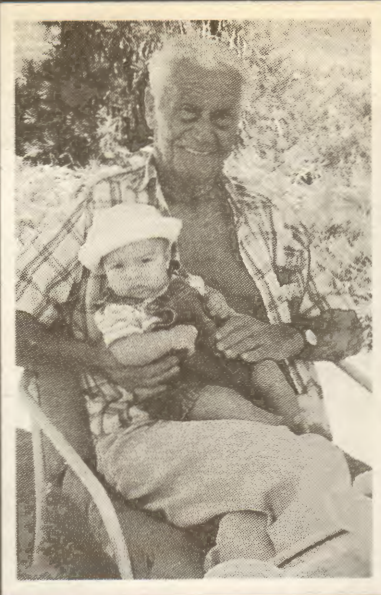


Payoff took place on the Honolulu dock before the cruise liner went into drydock. Crewmembers also had the opportunity to register for their next job and fill out other necessary paperwork.

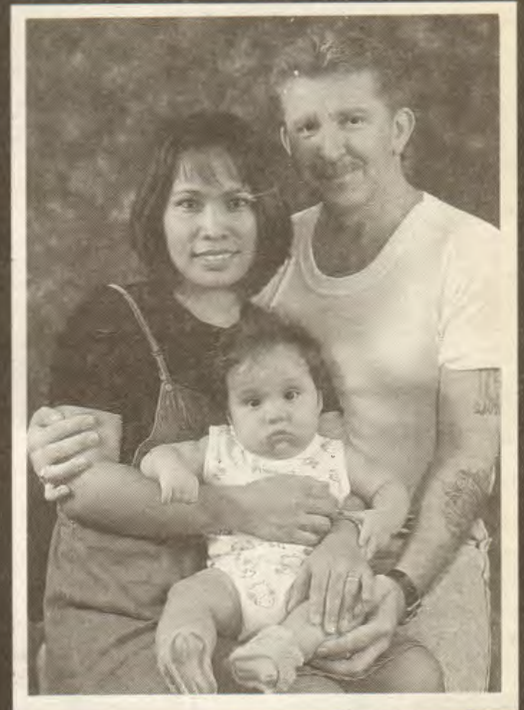
SEAFARERS FAMILY photos

Weddings, births and family reunions are happy events for Seafarers, especially those who have been at sea for several months. Pictured on this page are members enjoying the company of friends, family and loved ones.

As always, the *LOG* welcomes your photos and will publish them on a periodic basis.



Recertified Bosun Stanley Jandora celebrated his 80th birthday July 26 in Colt Neck, N.J., surrounded by friends, family and union members. Helping make the day a joyful one was his 3-month-old great-grandson, Christopher Scott Jandora.



Bill and Vilma Rackley proudly show off their 6-month-old son, Thomas Lee. AB Rackley and his family make their home in Angeles City, Philippines. He ships from the port of New York.



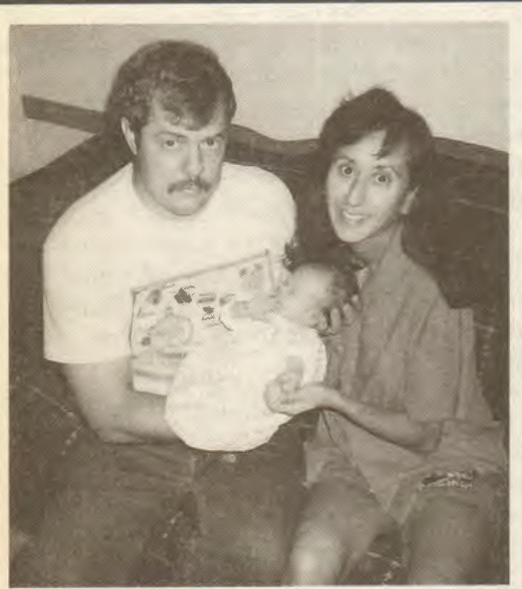
On June 8, 1997, Seafarer Eddie Almodovar was married to his longtime sweetheart, Lynda J. Gnad, at a Roman Catholic ceremony in Ridgewood, N.Y. QMED Almodovar is a crane maintenance electrician with Sea-Land Service in Elizabeth, N.J.



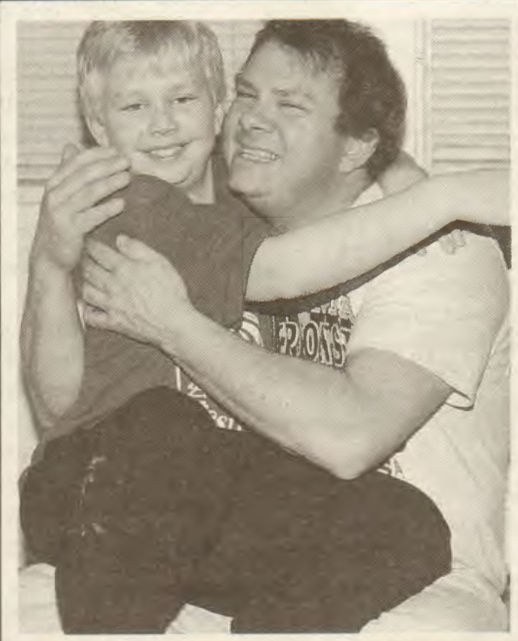
Recertified Bosun Gerald Corelli (center), a 17-year member of the SIU, recently brought his daughter, Rosalie, to the special membership meeting at the SIU hall in New Orleans. After receiving his training record book, Brother Corelli introduced Rosalie to SIU President Michael Sacco (left) and chatted with him about union news and family life. Brother Corelli described the TRB as "the best thing the union has ever come up with." Rosalie's smile seemingly indicates that she, too, believes the TRB is a good idea.



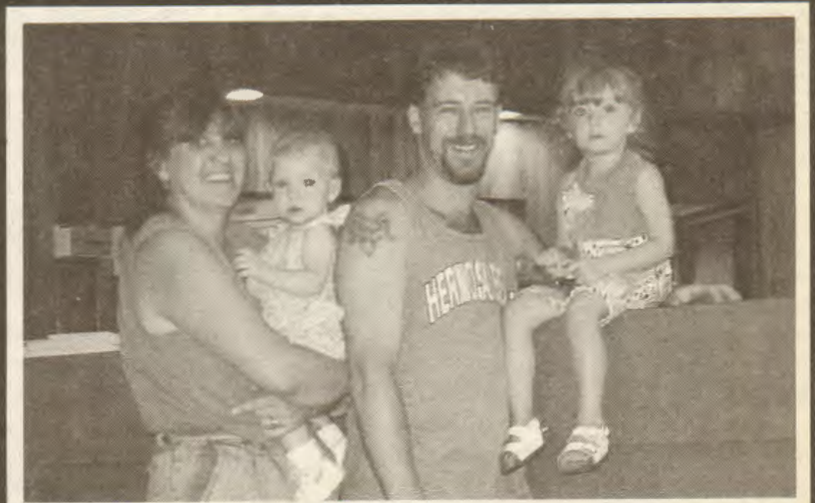
Anibal Matos (right) recently earned his A book and is now sailing as an AB aboard the *Nuevo San Juan*. Before shipping out, he dropped in at the San Juan hall with his family. Pictured from left are Matos' son, Michael, 6; wife, Carmen; and daughter, Keniadaliza, 11.



Brian Jones and his wife, Carmen, proudly pose with their first child, daughter Brianna Alicia. Jones, who ships from the New Orleans hall, is currently sailing in the deck department aboard the Waterman ship *PFC Eugene A. Obregon*.



Eight-year-old Andrew Churchman was very happy to see his dad, AB Tillman Churchman, when he came home to Chicago from a recent voyage—and especially because his dad brought him the new athletic shoes he wanted.



Family members are always welcome in the union's hiring halls. Joining QMED John Fleming in the Philadelphia hall are (from left) his wife, Pam; daughter Abigail; and daughter Erin. Fleming is now sailing aboard a Maritime Overseas vessel.

Over the River

SIU-Crewed Philly-Camden Ferry Fares Well in 1997



Respectfully lowering the Stars and Stripes at the end of the day is Captain Rob Torres.



Double-checking the stability of the gangway is Deckhand Jim Anderson.



The SIU-crewed *RiverLink*, with Philadelphia in the background, transports passengers along the Delaware River.

The way business has gone for the SIU-crewed *RiverLink* in 1997, it is no wonder Seafarers see a bright future for the Philadelphia-based passenger ferry.

Already this year, nearly 300,000 passengers have utilized the boat. That marks a healthy increase from 1996, and crewmembers are optimistic the rise portends similar gains through the rest of the decade and beyond.

"We're very hopeful that business will continue growing and really take off in the next few years," observed Captain Gerry "Mickey" McGovern, who sent the photos accompanying this article to the *Seafarers LOG*.

Formerly known as the *Delawhale*, the *RiverLink* transports people across the Delaware River between Philadelphia and Camden, N.J. Each voyage takes approximately 20 minutes, although the ferry sometimes offers express service lasting about seven minutes.

The vessel is 100 feet long and has a 600-horsepower twin engine that allows it to cross the river at speeds of up to 10 knots. The ferry also is equipped with life safety equipment and features outdoor and climate-controlled indoor seating.

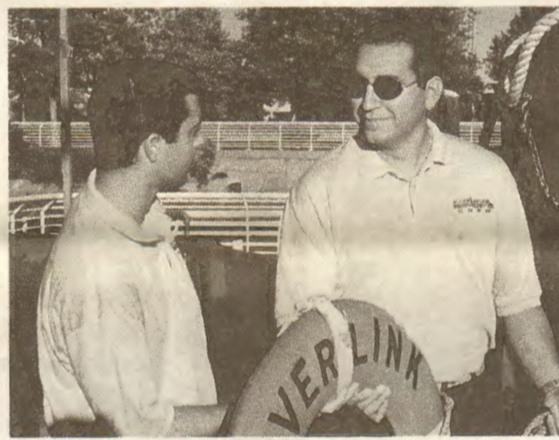
The *RiverLink* is scheduled to sail through the end of this year, then will enter its seasonal shutdown before resuming service April 1, 1998.

When the boat began operating in 1992, it marked the resumption of a service that had stopped 40 years earlier. In 1952, the *Haddonfield*,

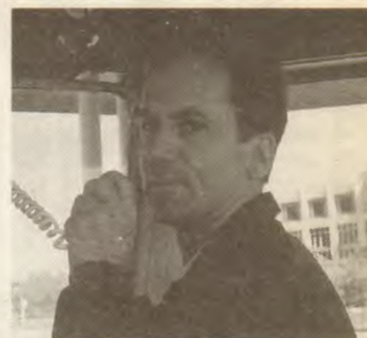
also manned by Seafarers, made its final voyage across the Delaware. That ferry closed due to new bridge construction and rising costs of supplies, insurance and fuel.

Earlier this decade, however, conditions again became favorable for waterborne transportation. Since then, the *RiverLink* mostly has been utilized by families traveling to local recreation spots, museums and other attractions; hence, the boat's regular route is leisurely.

"The passengers really seem to enjoy the ride. It's a different, but safe, way to travel," noted McGovern.



Safety is emphasized at all times aboard the ferry. Here, Deckhand Ed Zolynski (left) and Captain Rob Torres practice a "man overboard" drill.



Talking to outbound shipping traffic on the river is Captain Kim Walter.



Captain Gerry "Mickey" McGovern is one of many Seafarers confident in the continued upswing of business for the ferry.



Cheerfully guiding passengers aboard the *RiverLink* is Deckhand John Beck. In addition to providing direction, Beck takes a passenger count as mandated by the U.S. Coast Guard.

Howard Schulman Dies

Continued from page 2

ident of the 12,000 member Labor Law Section of the American Bar Association. He founded the New York law firm of Schulman & Abarbanel and served as general counsel for numerous labor organizations from the 1950s through the 1980s, including the SIU, the Maritime Trades Department, the Actor's Guild, the Distillery Workers and the Leather Goods Workers.

As an advisor to two SIU presidents and general counsel to the union for more than 35 years, Schulman litigated hundreds of cases, some of which had profound consequences for the labor movement and the maritime industry.

"Howard was certainly an example of a dedicated labor lawyer," said SIU Vice President Atlantic Coast Jack Caffey at Schulman's funeral service. "He understood the needs and aspirations of not only longshoremen but all other workers. Howard worked tirelessly toward improving the status of organized labor because he believed that real improvements for workers would only come about from strong union representation."

Schulman participated in negotiations, argued before the Supreme Court, wrote articles, delivered lectures, testified before congressional hearings and government agencies, and monitored the actions of international maritime organizations. In handling the legal end of many of the SIU's major beefs, he filed a brief against the Agriculture

Department which resulted in an historic restructuring of the P.L. 480 (cargo preference) program; he defended seamen's rights under the Service Contract Act; and for 20 years he successfully fought back attempts by the Department of Health, Education and Welfare to close down branches of the Public Health hospital system. (The hospitals remained open until 1981 when Congress discontinued the 200-year-old program.)

During the Vietnam War, Schulman's legal efforts prevented the licensed unions from encroaching on the jurisdictional rights of the SIU crewmembers in the engine room. In the early 1970s, when the government said the Seafarers Political Action Donation violated the federal election laws, Schulman defended the integrity of the program. As a result, all charges against the union were dropped.

"No matter what you win by negotiations or on the bricks, and no matter how long it took to accomplish and how expensive," Schulman remarked during the 1971 SIUNA convention, "it can all be taken away from you overnight by those in the legislative, executive and judicial branches of government. The answer to me is obvious—more activity, more association, more pressing in the electoral process. Participate in every means possible through your union."

In 1987, after 50 years in the labor movement, Schulman announced his retirement.

Schulman is survived by his wife, Paula Schulman; three daughters, Ann Milbank, Judith Lederer and Janet Dicker; and six grandchildren.

ITF Secures \$100,000 in Back Wages And Overtime for Ukrainian Crew

Mariners working aboard a runaway-flag ship recently received more than \$100,000 in back pay and overtime thanks to intervention by the International Transport Workers Federation (ITF).

Crewmembers aboard the Liberian-flag, London-owned, *Koktebel* contacted Edd Morris, an SIU representative and ITF inspector, shortly before the vessel arrived in the port of Norfolk, Va.

Once the ship docked, Morris boarded it and met the Ukrainian crew, who informed him they had not been paid since signing on the vessel in Romania, nearly four months earlier. The crew also was restricted from going ashore by the company, which would not allow for shore passes. Morris further discovered the crew had few, if any, fresh stores.

However, because the mariners were extremely afraid of reprisals and blacklisting by the company, they refused to strike or take legal action for the wages due them, the ITF inspector noted.

Morris contacted the shipowner, Tailwind Shipping of London, and

informed them that unless they paid the \$100,000 in back pay and overtime to the crew, the ship would be arrested.

The company agreed to pay the mariners their wages and supply fresh stores, new tools, safety equipment and other needed items.

Morris reported that the crew was very grateful to him and the ITF for their help.

The London-based ITF represents approximately 10 million transportation employees from more than 470 trade unions worldwide, including the SIU, in more than 120 nations.

One of the primary endeavors of the Seafarers Section of the ITF, of which SIU Executive Vice President John Fay is chairman, is to end the scandal of runaway-flag shipping, also known as flag-of-convenience shipping.

Runaway-flag shipping is a ploy that involves multiple parties from different nations in the operation of vessels. The purpose of this practice is for greedy shipowners to escape the safety regulations, procedures, inspections, tax laws and higher wages of traditional maritime nations.

Icebreaking Procedures - Part I

Seafarer Gamp Writes About Dealing With Heavy Ice in the Chesapeake Bay

Editor's note: A member of the SIU since 1974, Henry Gamp currently sails as a chief mate aboard the Penn Maritime ATB Lucia/Caribbean. (In the May, June and July 1997 issues of the Seafarers LOG, he described life aboard that tug/barge.) It was during his 13-year tenure as a tugboat captain and shipdocking pilot that he was called on to help keep icy channels leading to and from Baltimore Harbor open to shipping and barge traffic.

Introduction

At the time of its original publication almost 20 years ago, "Icebreaking Procedures on the Upper Chesapeake Bay" was widely praised for its valuable information for the mariner forced to deal with a weather phenomenon he might have little experience with. It is not a theoretical textbook account, but rather a compilation of hands-on experience and knowledge.

Technology has improved over time. The addition of DGPS (Differential Global Positioning System) should be added to the list of ways to fix one's position during periods of heavy snow or buoys which are missing or have been dragged off station.

The size and horsepower of vessels, particularly tug/barge units, is ever increasing, permitting them to force their way through ice fields that would have stopped their predecessors.

The number and frequency of severe winters in this region seem generally to be in decline. Nonetheless, when we feel complacent and don't prepare, we seem to be hit with yet another severe ice season.

Fundamentals of Icebreaking

Due to the heavy ice conditions experienced during cold winters in January and February and the resultant stoppage or slowing down of ocean-going vessels and barge tows encountering this heavy ice in the Upper Chesapeake Bay, a few observations on how ice jams vessels and how the vessels are freed by icebreaking tugboats may be useful to anyone unfamiliar with icebreaking procedures.

Ice truly is a unique and interesting phenomenon. Several degrees in temperature determine whether ice will form at all, or if enough ice will freeze to stop ocean-going vessels. Ice may be very hard one day due to low temperatures, weaken and begin thawing with a warming temperature, and regain its strength or hardness with a falling thermometer. Ice which is broken and soft may be pressed and compacted together, becoming thicker and harder than it was originally.

Large fields of ice may slide underneath other fields of ice, becoming twice as thick as the original ice. The weight of clinging ice may lay buoys on their sides or sink them. Ice freezing around small piers, pilings, day beacons and radar ranges on low water can lift and destroy them with the rising tide. Small vessels which are grounded are at the mercy of the floes and run the risk of being capsized by the tremendous pressures the ice floes exert against their hulls.

Many misconceptions are held by the inexperienced on how

vessels are affected by ice. It would seem logical to say, for example, that if a vessel is jammed in the ice, breaking a path in front of her should free her. However, this usually is not the case because the sharp bow acts as a wedge driven into the ice. This ice must have a place to move to or it will exert pressure on the hull. If the force thus developed on the hull is equal or greater than the propelling force which is driving the vessel ahead, she will stop. If the ice flows away from the ship and does not compress to the point of equalizing the propelling power of the ship, she will continue moving. The greatest resistance for an ice-encircled vessel pushing her way through the ice is where she turns at the bow (the widest part of the wedge). The least resistance she has is aft of the mid-body, where the ice will more easily follow the narrowing quarter. The thrust from the wake stream also acts to relieve pressure on the stern and carry away ice.

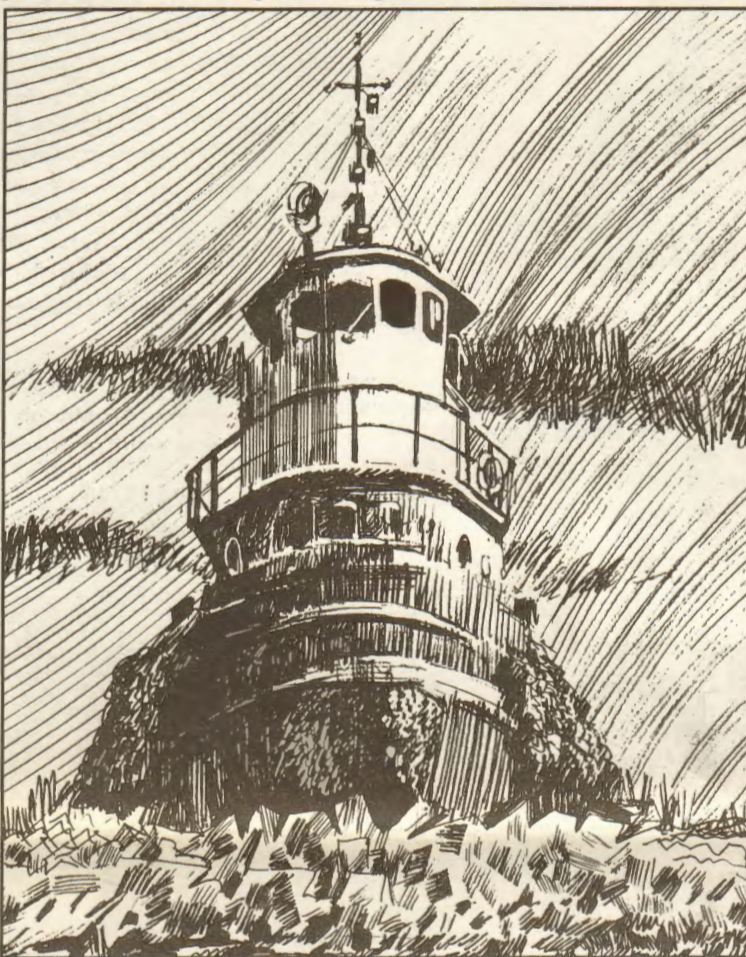
Sheer power, though important, is not the only factor in breaking through ice; good hull design is essential. For example, ships with more cutaway bows, shorter mid-sections and cutaway quarters will enter ice and clear it easier than wide-beam, blunt-bulk carriers. Some foreign vessels are built with icebreaking bows which allow the ship to ride up on the ice and break it. Ships designed for Scandinavian waters are often fitted in this manner.

Likewise, the hull design of tugs will make a great deal of difference in the way they perform in ice. Tugs which can be ballasted to keep the bow high and stern deep will do better than tugs trimmed down by the bow. This allows the tug to ride up on the ice in the manner of icebreakers; in addition, the weight of the tug helps break the ice and keeps the screw deeper in the water, affording it more protection from ice damage. Some tugs must be trimmed down at the bow to keep slush ice from following the hull down to the sea suction and entering sea chests, thereby clogging them and making it necessary to shut down the main engine and remove the ice.

Tugs with keel coolers are superior to tugs not so equipped, provided the keel coolers are substantially constructed because they have no sea suction and strainers to clog up with slush ice. The necessity of shutting down the plant, often with the tug in a precarious position (i.e., when breaking a path in front of a vessel or tow when the assisted vessel is making way and is

rapidly overtaking the stopped icebreaker) is eliminated. Tugs with elliptical sterns can turn better in heavy ice than tugs with square sterns because the fullness of the stern tends to dam the ice against it while turning, and a longer turning radius must be allowed for.

Weight is a factor in a vessel continuing to move through an ice field or slowing down and becoming jammed. Deep-loaded vessels and tows of the same horsepower as light draft vessels



and tows will continue moving in ice when the latter become bogged down and stopped. As it takes more power to move a heavier vessel through the water, it also takes more resistance (ice) to stop her, and this is where weight and draft are advantageous to navigating in ice. Also, the deeper the draft, the deeper the sea suction and the less surface slush and chunk ice will be drawn into the strainers.

Ice conditions are in no way uniform, even over a small area. They can remain almost constant or they can change quite rapidly. When there is slack water and no wind, there is no motive force to affect the ice field and give it motion. Irregular shorelines, islands, jetties and lighthouses act to anchor the surrounding ice when the normal forces of nature would be shifting it. This stationary ice is referred to as fast ice. Without some external force holding the ice field, it is free to follow the wind and tide. Free moving ice is known as pack ice. Care must be used when following a path through pack ice made by another vessel or tow or when breaking a path for a vessel astern to follow, as the broken path may almost immediately be carried outside the channel limits.

Pack ice being carried along by the wind and tide in open water can come in contact with fast ice and slide under this stationary field, forming ice twice as thick. The open water left will cover with skim ice and will be only fractionally as strong as the older ice now knitted together.

Constant breaking and refreezing can make very heavy and strong ice. The channels are often very passable by vessels, but only a couple hundred feet outside the channel limits, heavy unbroken ice is unpassable or at best navigable with much difficulty.

Sometimes, the constant ship traffic within a channel during a warm period will entirely free the channel of ice, but on either side, heavy ice will remain, giving the appearance of navigating within a canal. A vessel may encounter

heavy ice all along a channel, turn on a reciprocal heading, retrace her track, and find almost no ice or ice of a completely different thickness and texture and vice versa.

The prudent navigator piloting his vessel in ice-congested waters will have to be attentive to the many dangers and hazards that can beset him. Ice fields drift with the wind and tide and very often are moving at oblique angles in relation to the vessel's heading, and at much higher velocities than the navigator is anticipating. The best aids to

navigation in such areas are range lights, when visibility permits their use. The course made good and compass heading may be striking in their variance.

When visibility is restricted, knowing which way the ice is setting and carefully watching the fathometer are the best methods for keeping the vessel within the channel. Radar ranges to the shore or fixed aids such as lighthouses and also radar bearings to these objects are very useful. Where definite improved channels do not exist, these radar ranges and bearings afford the navigator his best information, as the fathometer may not show a steep shoal until the vessel has grounded on it. Likewise, it goes without saying that any time the water shoals up unexpectedly, the vessel should be stopped, her position fixed and adequate adjustments made on her course to prevent grounding. Tugboats transiting ice-congested areas cannot rely on making the course steered. The tug will sheer in the direction of least resistance, which can be a crack in the ice, thinner ice next to a heavy ridge of ice, etc. Also, the tug is often handled in such a manner as to take advantage of these factors in avoiding the hardest ice. Add to this the added deviation introduced into the magnetic compass by the tug pounding in the ice and variations of as much as 10 degrees from the normal variation in the Upper Chesapeake Bay, and the compass becomes a questionable instrument to be continually checked against more

reliable information. A gyro compass, unaffected by these factors, is far superior to the magnetic compass, and every icebreaking vessel should be equipped with one.

The warning "The prudent navigator will not rely on any one single aid to navigation, particularly on floating aids" contained on all National Ocean Survey Charts is especially appropriate when navigating in ice. Buoys are often missing. Even when they are observed, they are just as apt to be off station as on. They need only be off station a few hundred feet to mislead a navigator enough to ground his vessel. One area where this could happen is Craighill Angle and Upper Craighill Channel along the easterly edge of the channel, where the depth at places abruptly rises to 16 feet at the channel limits. Their positions should be verified by ranges and depth sounding.

Buoys can be unreliable and impossible to use at times. A buoy may show one minute and the next minute be dragged under the ice, or vice versa. Lights on buoys are often extinguished during ice season. Buoys being constantly dragged under the ice may have their light cages torn off, their bulbs burned out and their batteries dead. Due to the increased workload placed on the Coast Guard at this time of year, buoy lights may remain extinguished for extended periods of time.

Chunks of ice often stick up high enough to be mistaken for buoys on the radar. At times, these growlers appear to be ice-covered buoys—even to the naked eye.

Numbers on buoys may not agree with their location. Sometimes a new coat of paint will be worn off a buoy by its constant grating against the ice, exposing the number of a former station where the buoy was previously placed. Occasionally, a lighted red buoy which was formerly black, or vice versa, has been weathered to the point that the mariner is in doubt as to whether the buoy he is observing is red, black or red and black. Buoys with two-digit numbers may have one number erased (e.g., 18 may show as 1 or perhaps 8 instead of 18).

If smaller vessels have a choice of more than one channel, route or fairway to follow, they should take the deepest and best marked of the alternatives.

Navigating in ice is serious and the risks are real. Avoid shortcuts and possible shoals which, more often than not, lie close to those shortcuts. The ship channels are the best routes to follow because the volume of traffic using these routes helps keep them open. If you do become stuck, a ship running close abeam at full speed may be the added boost you need to start moving again. An even more important reason to stay in deep channels is that a rescue vessel may not be able to take a shortcut and you may be without aid.

Henry Gamp's article on icebreaking procedures in the Chesapeake Bay will be continued in a future issue of the Seafarers LOG.

Great Lakes Shipping Remains Constant As '97 Season Winds Up



The 1997 sailing season on the Great Lakes is slowly coming to a close for Seafarers aboard self-unloaders, cement carriers, bulkers and tug/barge units that transport the region's essential materials.

Commodities like coal, iron ore, grain, stone, cement and other products remain high in demand despite the traditional season windup that begins next month when cold weather settles on the Lakes. SIU-contracted lakers typically deliver goods until December and early January when ice formations in the harbors and on the Lakes force them into port until spring.

In these last few weeks of the 1997 sailing season, Great Lakes vessels—like the SIU-crewed *Buffalo*, *J.A.W. Iglehart*, *Alpena*, *Sam Laud* and *American Mariner*—will stockpile the commodities for customers to ensure the materials are available during the upcoming winter months.

According to the Lake Carriers' Association, an organization of U.S.-flag ship companies on the Lakes, at the end of August shipments of iron ore, coal and stone from Great Lakes ports totaled more than 18.2 million tons, a new benchmark for Lakes shipping.

Most Seafarers will come in for the winter when the Soo Locks in Sault Ste. Marie, Mich. close on January 15. The closure of the locks halts the majority of shipping on the Great Lakes, since they are the from the lower four lakes.



Bosun Jarrod Macnichol paints the upper deck of the *J.A.W. Iglehart*.



Greasing the *Alpena's* landing boom is Bosun Phillip Piper.

Below, AB Musleh Musid (left) delivers more paint while AB Abdula Mohamed (right) works on the *Alpena's* hull.



Porter Marvin Larson cleans the galley following lunch aboard the self-unloader *Buffalo*.



Cleaning the bilge under the deck plates aboard the *Sam Laud* is Wiper Dean Browning.



Right, monitoring the *J.A.W. Iglehart's* oil pressure in the engine room is Oiler Eugene Hays.



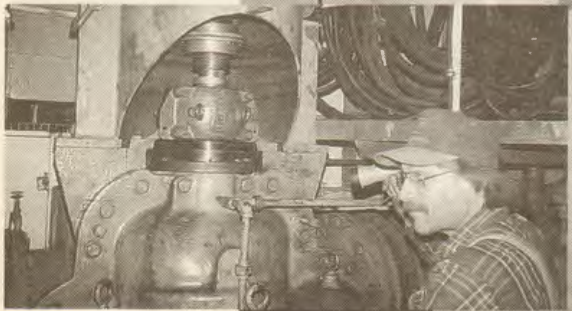
Below, Cook Robert Hiel prepares a hearty dinner for crewmembers aboard the *Donald C. Hannah*.



Preparing to tie up the *Donald C. Hannah* in Detroit are AB Kenton Henry (left) and AB John Doonan.



Deckhand Mohsin Abdulla swings down in the landing chair to tie up the *Buffalo* in the port of Toledo, Ohio during a recent visit.



QMED Richard Piper rebuilds one of the *Sam Laud's* pumps.



Controlling the ballast flow from the *Sam Laud* is QMED Ricky Guy.



During the 1997 sailing season, the SIU-crewed *American Mariner* delivered a load of oats to the port of Toledo, Ohio. Posing for a photo during offloading procedures are (from left) Deckhand Robert Jewell, Watchman Daniel Bancook (center) and Wheelsman Ken Bluit.

TRAINING

Preparation Arms Seafarers with Confidence To Deal with Terrorist Situations



For nearly six decades, there has been continuing cooperation between the SIU, American shipowners and the U.S. military to promote, protect and defend the national defense of this country. This cooperation recently was evident again when two SIU-crewed vessels—the *Sea-Land Challenger* and the *USNS American Osprey*—were made available to the U.S. military for anti-terrorist training exercises.

The drills in part were conducted to comply with a Defense Department directive designed to bolster U.S. ability to thwart attempted terrorism. In outlining this program, intended to aid

not only military personnel but also merchant mariners and other civilians working under the auspices of the U.S. government, the department pointed out that fatalities, injuries and millions of dollars in property damage have resulted from terrorist assaults on Defense Department-affiliated people and operations in the past quarter-century.

On July 23, while under way from Oakland, Calif. to Long Beach, Calif., the *Sea-Land Challenger* participated in a simulated recapture of an American ship that had been taken over by a terrorist power.

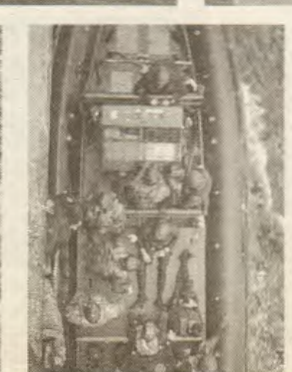
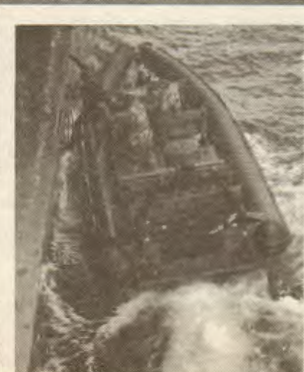
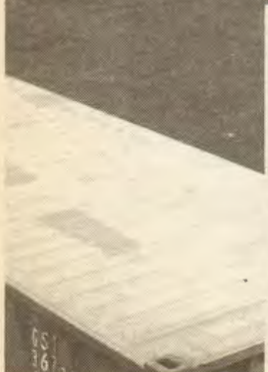


ABOVE: Certificates of training are given to *American Osprey* crewmembers following completion of the anti-terrorism course. From the left are John Durkoff, an instructor from the Navy, John Arnold and Bosun Jerry Smith.



LEFT: A U.S. Navy vessel comes alongside the *Sea-Land Challenger* in a simulated exercise to negotiate with terrorists who have taken over the SIU-crewed ship.

BELOW (from left): Members of the Marine Corps are helicoptered aboard the hostage ship (*Sea-Land Challenger*); two pictures of Navy SEALs approaching the vessel in inflatable boats; Marines search and guard all exits while looking for terrorists.





Members of the U.S. Marine Corps board the hostage ship under simulated war conditions. Inset: a terrorist (played by an unlicensed cadet) is captured.

Members of the U.S. Marine Corps were helicoptered aboard the hostage ship (the *Sea-Land Challenger*) while Navy Seals, using high-speed inflatable boats, also approached the vessel. In this operation, the crewmembers were merely witnesses to the event, although at one point, a terrorist (acted by an unlicensed cadet) was captured by the "good guys."

AB Jim Elbe (who sent the *LOG* the photos from the Sea-Land Service vessel taken during the military exercise) noted that Lt. Col. Powers, the commanding officer of this training operation, worked with *Sea-Land Challenger* Captain E. Paul Skoropowski in planning and implementing the rescue simulation. Following the operation, Powers commented to the crew that the scenario executed onboard the *Sea-Land Challenger* was the most realistic and beneficial training of this type ever accomplished under his command.

Randy Miller, vessel superintendent for Sea-Land, noted that the *Challenger's* timetable was not disrupted by the exercise. "We were glad to cooperate with the military's request to make a vessel available for training purposes, particularly since we remained on schedule," Miller said.

Aboard the *USNS American Osprey*, SIU members were actively involved in anti-terrorist training. The vessel, operated by Bay Ship

Management, is part of the nation's Ready Reserve Force (RRF), a group of former commercial ships that have been placed under government ownership for use in surge shipping during times of conflict or war. (All crewmembers aboard ships operated by the U.S. military are required to have anti-terrorism briefings within six months of going abroad.)

In July, the Naval Criminal Investigative Service sent its Guam representative to visit with the crew of the *USNS American Osprey*. He instructed them on how not to be a victim of terrorism, advising them to be aware of local customs, keep a low profile and travel in groups.

Crewmembers also were given target training using shotguns and M-14 rifles. Safety advice on shipboard security engagement tactics was offered, including responding to a bomb threat, how to avoid being taken hostage and dealing with armed or unarmed intruders who pose a threat to the ship and its crew.

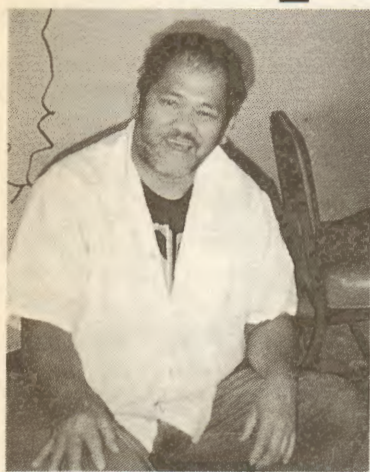
"Just like practice in firefighting and CPR, prior knowledge of and instruction in anti-terrorist actions can build confidence in crewmembers who may some day have to face such situations," stated Bill Eglinton, director of vocational education at the Lundeberg School who, himself, is certified to teach an anti-terrorist training course.



The photos above, to the right and below show members of the *USNS American Osprey* as they are instructed in searching for and apprehending intruders. Training in the use of shotguns and M-14 rifles was also included in the anti-terrorism curriculum given by the Naval Criminal Investigative Service, a branch of the Department of Defense.



Seafarers Aboard Blue Ridge Stress Importance of Cabotage Law



GSU Jose Maglalang sits down for a break after lunch aboard the *Blue Ridge*.

The importance of the Jones Act and maintaining a strong U.S.-flag merchant marine are two topics on which Seafarers aboard the *Blue Ridge* often focus during their shipboard union meetings.

The tanker and her sister ship, the *Coast Range*, are actively engaged in the Jones Act trade, which calls for all cargo moved between two domestic ports to be carried aboard U.S.-flag, U.S.-crewed and U.S.-built vessels.

The two SIU-crewed vessels began transporting petroleum from Portland, Ore. to ports along the West Coast this summer after being purchased by Crowley Petroleum Transport, Inc., a new division of Crowley Maritime.

In the regular union meetings, Bosun **Sonny Herrera** reminds his fellow crewmembers of the value of the Jones Act and of writing their elected

officials to urge support for the nation's freight cabotage law.

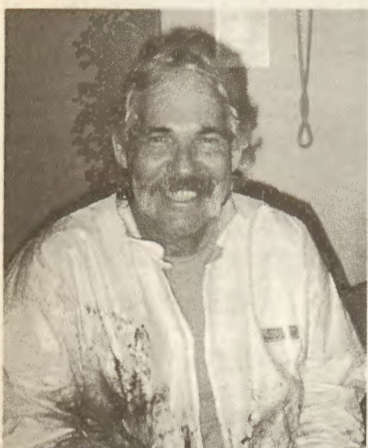
"This a great crew which truly enjoys working together," said SIU Assistant Vice President Bob Hall, who went aboard the *Blue Ridge* during its recent visit to the port of Portland.

Hall stated the crew was in good spirits, as the photographs he sent to accompany this article show. He commended the crew for being "hard workers and good SIU members."

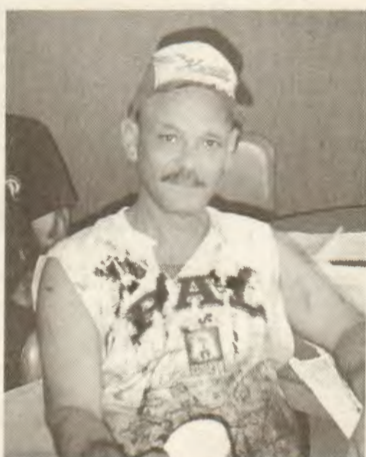
The *Blue Ridge* and the *Coast Range* are 658 feet long and have a maximum draft of 35 feet. Both ships are capable of maintaining a speed of 15.5 knots and each can carry approximately 307,000 barrels of oil in their 19 cargo tanks, respectively.



Chief Steward Ron Malozi reviews the ship's minutes before signing them after a union meeting.



Bosun Sonny Herrera reminds his fellow crewmembers of the importance of the Jones Act.



After a day of hard work aboard the *Blue Ridge*, AB Bob Goodson reports to the galley.



AB Dave Somers says he likes the West Coast run of the tanker *Blue Ridge*.



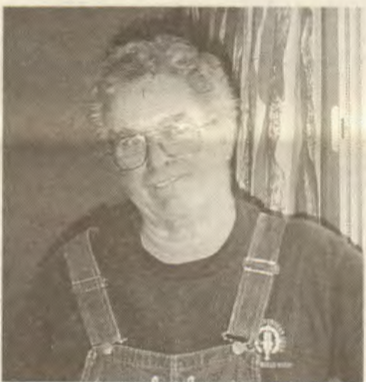
Chief Pumpman Christopher Kirchhofer signs in for a shipboard union meeting.



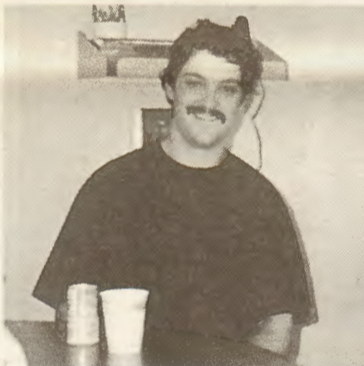
Discussing the value of U.S.-flag shipping is AB James Camp.



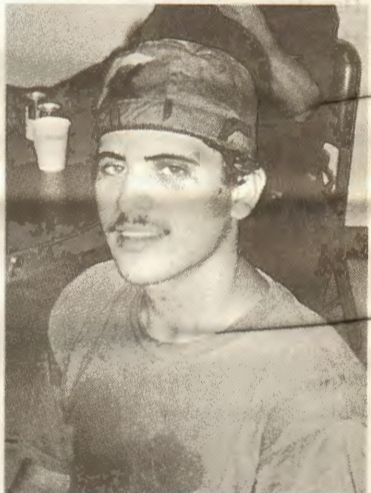
Ready to participate in a union meeting aboard the tanker is Chief Cook Chris Boronski.



Second Pumpman Jack Singletary enjoys working aboard the new Crowley Petroleum Transport tanker.



AB Kevin Kellum (left) and AB Chris Coggins sip coffee while waiting for the union meeting to begin aboard the *Blue Ridge*.



DEU Adel Mohmoud helps the *Blue Ridge* run smoothly.

Seven Scholarships to Be Given in 1998; Apply Now

The awarding of college scholarships by the Seafarers Welfare Plan has been an annual event since 1952.

The new year will be no different. Seven scholarships will be offered in 1998 to help SIU members, their spouses and dependent

children attain their educational goals.

Three of the monetary awards are set aside for SIU members; the other four will be presented to spouses and dependent children of Seafarers.

Eligibility requirements are

spelled out in a booklet which also contains an application form. To receive a copy of this booklet, fill out the coupon below and mail it to the Seafarers Welfare Plan. The program booklets also are available at the SIU halls.

If an applicant sent in a form last year and was not selected for one of the scholarships, he or she should try again in 1998.

The deadline for all completed applications is April 15.

'89 Scholarship Winner Is Teacher/Advisor

John Costango was graduating from high school in 1989 when he received one of the SIU scholarships given to dependents of Seafarers.

Today, eight-and-a-half years later, the *Seafarers LOG* has received an update from him on his current activities.

In May 1993, I graduated summa cum laude from Dickinson College in Carlisle, Pa. I received a bachelor's degree with a double major in English literature and mathematics and a Pennsylvania Teacher's Certificate. Since graduation, I have been employed as a math teacher at Lower Merion High School in Ardmore, Pa., a suburb of Philadelphia.

At Lower Merion, I teach a combination of honors-level and standard mathematics, mostly algebra, trigonometry and calculus. I was also an advisor to the class of 1997, the class of students who were freshmen my first year of teaching. As an advisor, I work with the class officers and help coordinate class activities, fund raisers and, ultimately, the prom and graduation.

My teaching interests include the development and implementation of statistics and quantitative literacy materials in the curriculum. As such, I participated in and then was an instructor with the SEQual program (statistics education through quantitative literacy) from 1994 to 1997. I am currently enrolled in the master's of applied statistics program at Villanova University and hope to complete that program within the next two or three years.

I am also a member of a national group whose goal is to eliminate homophobia in schools. . . As a teacher, I believe passionately in the benefits of free and equitable public education open to all students, and feel that children grow and develop best with a combination of respect and high expectations from their parents and teachers.

Given the right encouragement and discipline, most students will try to meet goals which are appropriate to their abilities, and I believe that organizations which extend opportunities to young adults do us all a great service.

I have always been thankful for the opportunity presented to me by the SIU scholarship committee and commend it for its efforts.

Please send me the 1998 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

11/97

Dispatchers' Report for Deep Sea

SEPTEMBER 16 — OCTOBER 15, 1997

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	39	23	5	22	13	2	7	65	34	8
Philadelphia	3	2	1	1	3	0	1	4	2	1
Baltimore	8	2	3	4	5	3	0	8	9	1
Norfolk	11	13	5	9	8	4	5	25	16	12
Mobile	12	7	2	11	4	1	3	17	11	2
New Orleans	18	3	9	28	16	6	4	19	17	3
Jacksonville	34	16	12	22	16	7	12	53	25	13
San Francisco	34	18	2	15	12	1	10	52	20	3
Wilmington	25	17	6	22	13	1	5	33	19	10
Seattle	29	10	1	28	13	0	12	54	23	1
Puerto Rico	10	0	7	12	2	3	7	15	3	7
Honolulu	9	9	2	7	4	1	1	9	13	6
Houston	32	17	4	28	16	6	11	35	25	5
St. Louis	2	0	2	2	0	3	0	5	1	0
Piney Point	3	3	0	1	1	0	4	5	8	0
Algonac	2	2	1	2	1	1	0	1	1	0
Totals	271	152	62	214	127	39	82	400	227	72
ENGINE DEPARTMENT										
New York	14	16	1	7	5	0	3	33	19	3
Philadelphia	2	0	0	1	1	0	0	1	1	0
Baltimore	2	4	0	5	2	0	2	3	7	0
Norfolk	3	9	2	2	7	1	2	7	13	2
Mobile	8	5	1	7	2	1	0	15	12	2
New Orleans	8	9	5	7	10	5	0	9	8	2
Jacksonville	15	12	4	7	6	2	1	23	18	2
San Francisco	12	12	0	10	9	0	6	18	14	0
Wilmington	9	7	1	7	6	2	3	15	13	2
Seattle	5	5	3	12	7	2	7	21	7	3
Puerto Rico	6	1	2	5	6	3	1	6	1	3
Honolulu	11	8	5	7	8	3	0	9	11	6
Houston	16	12	2	14	10	6	5	22	11	4
St. Louis	3	1	2	2	1	0	0	1	0	4
Piney Point	4	5	0	2	1	0	0	4	10	0
Algonac	1	1	1	1	0	0	0	1	2	2
Totals	119	107	29	196	81	25	30	188	147	35
STEWARD DEPARTMENT										
New York	13	15	0	5	5	0	10	27	18	0
Philadelphia	1	1	0	3	2	0	0	2	1	0
Baltimore	5	1	0	5	0	0	0	4	3	0
Norfolk	5	9	2	2	4	2	3	8	14	5
Mobile	5	1	0	2	1	0	1	8	2	0
New Orleans	11	10	0	6	6	0	1	14	10	1
Jacksonville	10	9	1	14	4	1	4	23	10	2
San Francisco	26	4	1	10	2	0	3	57	13	2
Wilmington	9	5	0	9	2	0	4	16	6	0
Seattle	18	3	1	21	2	0	10	48	7	1
Puerto Rico	3	1	1	1	0	0	1	7	2	1
Honolulu	10	7	7	9	6	4	9	16	7	7
Houston	16	4	0	15	2	1	5	18	8	1
St. Louis	0	0	2	1	0	0	0	0	0	3
Piney Point	2	5	1	1	1	0	0	8	6	1
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	134	75	16	104	37	8	51	256	107	24
ENTRY DEPARTMENT										
New York	6	30	13	2	16	1	0	11	47	23
Philadelphia	0	0	1	1	0	1	0	0	2	3
Baltimore	1	3	1	1	3	0	0	1	8	2
Norfolk	0	12	15	1	6	7	0	1	15	27
Mobile	1	4	3	1	2	4	0	1	13	3
New Orleans	4	15	15	4	14	7	0	3	17	17
Jacksonville	2	15	12	3	14	3	0	6	21	17
San Francisco	12	22	1	6	3	0	0	24	40	7
Wilmington	5	11	6	5	8	4	0	6	23	14
Seattle	4	16	4	4	11	0	0	7	27	4
Puerto Rico	3	3	0	2	1	0	0	4	7	5
Honolulu	7	24	69	6	25	50	0	10	37	84
Houston	2	13	8	0	12	2	0	3	18	12
St. Louis	0	0	0	1	1	0	0	0	0	3
Piney Point	0	14	15	0	9	11	0	0	12	23
Algonac	0	1	0	0	1	0	0	0	0	0
Totals	47	183	163	37	126	90	0	77	287	244
Totals All Departments	571	517	270	451	371	162	163	921	768	375

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

December 1997 & January 1998 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point.....Monday: December 8, January 5
 New York.....Tuesday: December 9, January 6
 Philadelphia.....Wednesday: December 10, January 7
 Baltimore.....Thursday: December 11, January 8
 Norfolk.....Thursday: December 11, January 8
 Jacksonville.....Thursday: December 11, January 8
 Algonac.....Friday: December 12, January 9
 Houston.....Monday: December 15, January 12
 New Orleans.....Tuesday: December 16, January 13
 Mobile.....Wednesday: December 17, January 14
 San Francisco.....Thursday: December 18, January 15
 Wilmington.....Monday: December 22
 Tuesday: January 20*
 *Change due to Martin Luther King's birthday
 Tacoma.....Friday: December 26, January 23
 San Juan.....Thursday: December 11, January 8
 St. Louis.....Friday: December 19, January 16
 Honolulu.....Friday: December 19, January 16
 Duluth.....Wednesday: December 17, January 14
 Jersey City.....Wednesday: December 24, January 21
 New Bedford.....Tuesday: December 23, January 20

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

Personals

SEEKING INFORMATION ON HARRY W. PEACE

David Bowers is searching for information about his father, Harry W. Peace, who worked as a merchant seaman out of New York City. Mr. Peace was born June 17, 1920 and died June 14, 1969. Mr. Bowers, who was very young when his father died, is hoping to find a photograph of his father or any information about him, including the location of other relatives. Anyone who can assist David Bowers may write him at 114 McClure Lane, Eugene, OR 97404.

ROBERT W. RAGER

Please contact your friend Stephanie Lock at (904) 762-3307.

Secret Recipe Is Popular on Challenger



A popular supplement to the regular lunch and supper fare aboard the *Sea-Land Challenger* is Bosun Roy Williams' secret recipe for a highly seasoned dish consisting of beans, ham hocks, sausages, hot peppers and other vegetables. In photo above (sent to the *Seafarers LOG* by AB Jim Elbe), Williams prepares to serve AB Monty Grimes a bowl of the tasty mixture. Williams said he learned his secret recipe after 26 years of sailing on the East and West coasts. He also has collected recipes from many different cultures after his more than six trips around the world.

Seafarers International Union Directory

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

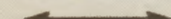
George McCartney
Vice President West Coast

Roy A. "Buck" Mercer
Vice President Government Services

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgoy
Vice President Gulf Coast



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Dispatchers' Report for Great Lakes

SEPTEMBER 16 — OCTOBER 15, 1997

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	30	9	0	14	5	0	16	4
ENGINE DEPARTMENT									
Algonac	0	14	5	0	8	1	0	8	1
STEWARD DEPARTMENT									
Algonac	0	8	2	0	1	0	0	7	2
ENTRY DEPARTMENT									
Algonac	0	28	23	0	13	2	0	15	21
Totals All Depts	0	80	39	0	36	8	0	46	28

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

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

Dispatchers' Report for Inland Waters

SEPTEMBER 16 — OCTOBER 15, 1997

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	2	3	10	4	0	5	1	2	9
Lakes, Inland Waters	22	0	0	10	0	0	43	0	0
West Coast	2	0	6	11	0	6	8	0	10
Totals	26	3	16	25	0	11	52	2	19
ENGINE DEPARTMENT									
Atlantic Coast	2	0	0	1	0	0	2	1	1
Gulf Coast	0	0	0	0	0	3	0	0	6
Lakes, Inland Waters	11	0	0	6	0	0	7	0	0
West Coast	0	0	0	2	0	0	0	0	0
Totals	13	0	0	9	0	3	9	1	7
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	3	0	0	0	0	0	3	0	0
West Coast	0	0	0	3	1	0	1	1	0
Totals	4	0	0	3	1	0	6	1	0
Totals All Depts	43	3	16	37	1	14	67	4	26

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

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

PIC-FROM-THE-PAST

This photograph, sent to the *Seafarers LOG* by Pensioner Horace A. Wiltshire of Norfolk, Va., was taken aboard the *SS Venore*, probably in the early 1950s. The crew signed on in Baltimore and made a trip through the Panama Canal.

The 560-foot *Venore* was built at Bethlehem-Sparrows Point Shipyard in Maryland in 1945, was managed by Ore SS Corp. and flew the American flag from its home port of Wilmington, Del.

Brother Wiltshire, pictured third from left, joined the SIU in 1946 in the port of Norfolk. He sailed as an AB in both the inland and deep sea divisions. The Virginia native had his deck department career interrupted by the Air Force from 1951 to 1955. He retired from the SIU in January 1990.

Now 69, Brother Wiltshire still enjoys the sea; now, however, he just watches it from his beachfront home in Norfolk.





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 19 Seafarers joining the ranks of pensioners this month are three recertified stewards and two recertified bosuns.

Representing more than 165 years of active union membership. Recertified Stewards **Lucretia A. Anderson, Robert D. Bright, Darrell J. Touchstone** and Recertified Bosuns **Henry G. Bentz** and **Beverly E. Dunn** graduated from the highest level of training in the steward and deck departments, respectively, at the Lundeberg School in Piney Point, Md.

Including the five recertified graduates, 14 of those signing off sailed in the deep sea division. The remaining five worked on the inland waterways.

Eleven of the retiring pensioners served in the U.S. military—nine in the Army and two in the Navy.

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

DEEP SEA



LUCRETIA A. ANDERSON, 66, began sailing with the Marine Cooks & Stewards (MC&S) in 1968 from the

port of Wilmington, Calif., before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Her first ship was the *Monterey*. A native of California, she attended the MC&S training school in Santa Rosa, Calif. Sister Anderson upgraded frequently at the Lundeberg School in Piney Point, Md. and graduated from the steward recertification program there in 1991. Prior to her retirement, she signed off the *R.J. Pfeiffer*, operated by Matson Navigation Co. Sister Anderson calls San Francisco home.

HENRY G. BENTZ, 62, first sailed with the Seafarers in 1953 from the port of New York on the *Edith*, an A.H. Bull Steamship Co. vessel. Born in Pennsylvania, he sailed in the deck department and upgraded at the Lundeberg School, where he completed the bosun recertification program in 1991. During his sailing career, he was active in union organizing drives and beefs. From 1955 to 1957, he served in the U.S. Army. Prior to his retirement, he signed off the *LNG Virgo*, operated by Energy Transportation Corp. Brother Bentz lives in Laurel, Md.



CARAMELO BONAFONT, 59, graduated from the Andrew Furuseth Training School in 1961 and joined the Seafarers in the port of New York. His first ship was the *Alcoa*



PEGASUS. Born in Puerto Rico, Brother Bonafont sailed in the engine department and upgraded frequently at the Lundeberg School. During his sailing career, he was active in union organizing drives and strikes. From 1956 to 1958, he served in the U.S. Army. Brother Bonafont has retired to Yabucoa, P.R.

ROBERT D. BRIGHT, 63, started his career with the Seafarers in 1959 in the port of New York aboard the *John B. Waterman*. A native of Virginia, he sailed in the steward department and upgraded frequently at the Lundeberg School, where he graduated from the steward recertification program in 1981. From 1956 to 1958, he served in the U.S. Army. Prior to his retirement, he signed off the *Cape Ray*, an OMI Corp. vessel. Brother Bright calls Norfolk, Va. home.

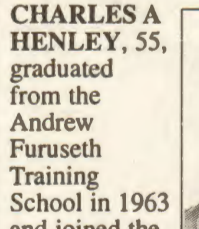
BEVERLY E. DUNN, 65, began sailing with the SIU in 1950 from the port of Mobile, Ala. aboard the *Alcoa Pointer*. He sailed in the deck department and upgraded at the Lundeberg School, where he completed the bosun recertification course in 1974. The Alabama native served in the U.S. Army from 1953 to 1955. Brother Dunn last sailed in 1978 aboard the *Golden Endeavor*, operated by Westchester Marine Shipping Co. He makes his home in Eight Mile, Ala.



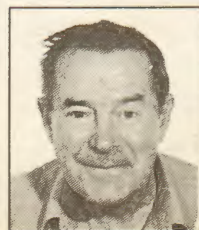
KARL H. HANSON, 65, started his career with the Seafarers in 1954 from the port of San Francisco. The California native sailed as a member of the engine department. From 1955 to 1957, he served in the U.S. Navy. Prior to retiring to Reno, Nev., Brother Hanson signed off the *Sea-Land Navigator*.



CHARLES A. HENLEY, 55, graduated from the Andrew Furuseth Training School in 1963 and joined the SIU in the port of New Orleans. Born in Alabama, he sailed in the engine department and upgraded at the Lundeberg School. Prior to his retirement, he signed off on the *Sea-Land Spirit*. From 1959 to 1962, he served in the U.S. Army. Brother Henley makes his home in Andalusia, Ala.



BERNARD R. HIREEN, 65, first sailed with the Seafarers in 1964 from the port of Seattle aboard the *Robin*



LOCKSLEY, operated by Moore McCormack Lines. Born in Canada, he sailed in the engine department. From 1960 to 1964, he served in the U.S. Navy. He last sailed in 1978 aboard the *Walter Rice*, a Reynolds Metals Co. vessel. Brother Hireen has retired to Vancouver, British Columbia, Canada.

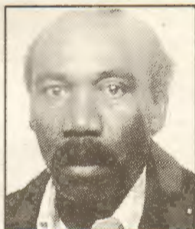
ROTTRIA F. LACY SR., 56, graduated from the Andrew Furuseth Training School in 1965 and joined the Seafarers in the port of New York. A native of Alabama, he sailed as a member of the steward department. Brother Lacy last sailed in 1996 aboard the *Mayaguez*, operated by NPR, Inc. Brother Lacy calls Prichard, Ala. home.



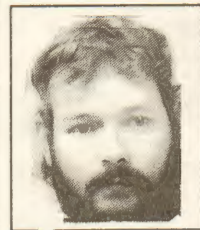
CHARLES LaSCOLA, 65, graduated from the Andrew Furuseth Training School in 1963 and joined the SIU in the port of New Orleans. His first ship was the *Venore*. Born in Illinois, he sailed as a member of the steward department. From 1950 to 1953, he served in the U.S. Army. Brother LaScola last sailed in 1994 aboard the *Overseas Vivian*. He makes his home in Houston.



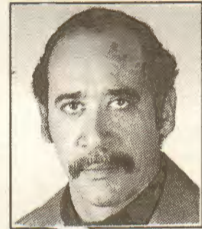
PORFIRIO L. SAMBULA, 66, first sailed with the Seafarers in 1970 from the port of New York aboard the *Steel Flyer*, operated by Isthmian Lines. A native of New York, he sailed in the deck department and upgraded at the Lundeberg School. Brother Sambula last signed off the *Galveston Bay*, a Sea-Land Service vessel. He has retired to Brooklyn, N.Y.



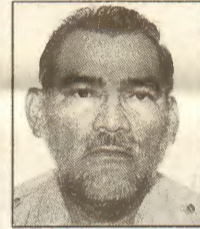
DARRELL J. TOUCHSTONE, 38, graduated from the Lundeberg



ARMANDO VIDAL, 59, began sailing with the Seafarers in 1969 from the port of New York aboard the *Steel Seafarer*, operated by Isthmian Lines. A native of New York, he sailed in the engine department and upgraded at the Lundeberg School. Brother Vidal last sailed aboard vessels operated by NPR, Inc. He has retired to the Bronx, N.Y.



CARLOS R. ZAPATA, 66, started his career with the SIU in 1965 in the port of New Orleans. Born in Honduras, he worked in the deck department, last sailing in 1985 aboard the *Ogden Hudson*. Brother Zapata makes his home in Metairie, La.



ROY B. FATHEREE, 62, began sailing with the Seafarers in 1969 from the port of New Orleans. The Louisiana native worked in the engine department, last sailing as chief

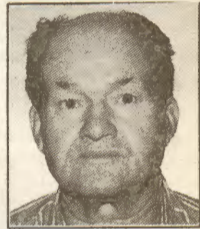


engineer on vessels operated by Dixie Carriers. From 1951 to 1953, he served in the U.S. Army. Boatman Fatheree calls Monroe, La. home.

WILLIAM F. GILLIKEN, 62, joined the SIU in 1957 in the port of Philadelphia. A native of North Carolina, he last sailed in 1984 as a tugboat captain on vessels operated by Interstate Oil Co. From 1959 to 1961, he served in the U.S. Army. Boatman Gilliken makes his home in Harkers Island, N.C.



PRESTON D. MILLER, 62, began his career with the Seafarers in 1963. From that year until 1977, Boatman Miller worked primarily for Radcliff Materials. He has retired to Saraland, Ala.



WILLIAM R. STEVENS, 62, started his career with the SIU in 1962. A native of Mississippi, he worked in the deck department, last sailing on vessels operated by Martin Marietta. Boatman Stevens makes his home in Franklin, La.

JAMES A. WILKINS, 62, began sailing with the Seafarers in 1951. A native of North Carolina, he worked as a tugboat captain. Boatman Wilkins last sailed in 1990 aboard the *Vigilant*, operated by Interstate Oil Co. From 1954 to 1957, he served in the U.S. Army. He has retired to Belhaven, N.C.

INLAND

ATTENTION SEAFARERS: For job security, contribute to SPAD today!

MC&S Retirees Rekindle Friendships

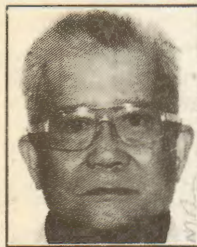


Terrific weather, delicious food and cheerful conversation combined to make the 1997 annual Marine Cooks & Stewards (MC&S) picnic a great success. This year's event took place Sunday, September 7 in San Bruno (Calif.) Park, just south of San Francisco. Approximately 100 MC&S retirees and their families—many from out of state—attended the picnic, organized by Chuck Martin and Virginia Martin. They played horseshoes and other games, exchanged old photos and shot new ones, and enjoyed the pot-luck cuisine. Pictured above are some of those who attended.

Final Departures

DEEP SEA

PHILIP BATALIA



Pensioner Philip Batalia, 92, passed away September 8. Born in the Philippines, he began sailing with the Seafarers in 1961 from the port of

Seattle aboard the *Calmar*. Brother Batalia sailed as a member of the steward department. He was a veteran of World War II, having served in the U.S. Army from 1942 to 1943. A resident of Seattle, he began receiving his pension in July 1982.

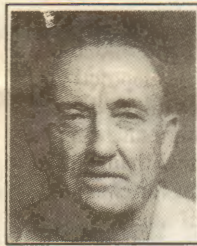
ENRIQUE V. CONNOR

Pensioner Enrique V. Connor, 77, died October 11. Brother Connor joined the SIU in 1962 in the port of New York. Born in the Philippines, he sailed in the steward department. He made his home in San Francisco and retired in October 1986.

FREDRICK D. CONRADI

Pensioner Fredrick D. Conradi, 83, passed away September 22. A native of Texas, he joined the Marine Cooks & Stewards (MC&S) in 1952 in the port of Seattle, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Prior to his retirement in October 1975, he sailed as a chief steward. Brother Conradi was a resident of Long Beach, Calif.

CLEO COPELAND



Pensioner Cleo Copeland, 82, died September 4. He started his career with the Seafarers in 1951 in the port of New York. A native of Georgia, he sailed in the engine department. The World War II veteran served in the U.S. Navy from 1942 to 1945. Brother Copeland was a resident of Pembroke, Ga. He began receiving his pension in July 1980.

KEITH D. CRAIGG



Keith D. Craigg, 66, passed away August 6. Born in Barbados, he started his career with the SIU in 1977 in the port of New York. His first

ship was the *Warrior*, operated by Sea-Land Service. Brother Craigg sailed in the engine department and upgraded frequently at the Lundeberg School in Piney Point, Md. He was a resident of New York City.

ALEKSANDER CZERWINSKI



Pensioner Aleksander Czerwinski, 83, died September 21. Brother Czerwinski joined the Seafarers in 1946 in the port of New York. Born

in Poland, he sailed in the engine department and upgraded his skills at the Lundeberg School. The Albany, N.Y. resident retired in July 1978.

ANTON M. EVENSEN

Pensioner Anton M. Evensen, 91, passed away September 23. He began his SIU career in 1941 in the port of New Orleans. Born in



Norway, he sailed in the deck department. Brother Evensen was a resident of New Orleans and began receiving his pension in December 1967.

EUGENE W. GRAVES



Pensioner Eugene W. Graves, 73, died September 20. A native of Maryland, he started sailing with the Seafarers in 1951 from the port of

Baltimore. Brother Graves sailed as a member of the steward department. He was a veteran of World War II, having served in the U.S. Army from 1943 to 1945. A resident of Charlotte Hall, Md., he retired in March 1987.

JACK O. HAMBELTON



Pensioner Jack O. Hambelton, 64, passed away August 21. Born in California, he graduated from the MC&S training school in 1966 and joined the

MC&S in Santa Rosa, Calif., before that union merged with the SIU's AGLIWD. Brother Hambelton sailed primarily aboard vessels operated by American President Lines. A resident of Kingsburg, Calif., he started receiving his pension in July 1989.

KENNETH D. JONES

Kenneth D. Jones, 40, died August 31. He joined the Seafarers in 1987 in the port of New York. Brother Jones sailed in the steward department and upgraded at the Lundeberg School, where he graduated from the steward recertification course in 1992. The Florida native was a resident of Jacksonville, Fla.

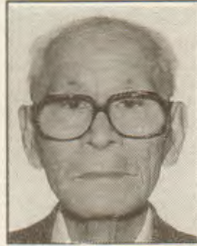
EDDIE KASSA



Pensioner Eddie Kassa, 84, passed away August 23. Brother Kassa joined the MC&S in 1969 in the port of San

Francisco, before that union merged with the SIU's AGLIWD. He retired to his native Philippines in December 1985.

HENRY W. KOON



Pensioner Henry W. Koon, 88, died July 22. Born in Hong Kong, he joined the MC&S in 1948 in the port of San Francisco, before that

union merged with the SIU's AGLIWD. A resident of San Francisco, Brother Koon began receiving his pension in March 1977.

WALTER LEMMON



Pensioner Walter Lemmon, 80, passed away August 8. A Louisiana native, he began sailing with the Seafarers in 1964 from the port of San

Francisco. His first ship was the *Keva Ideal*. Brother Lemmon upgraded frequently at the Lundeberg School and last sailed as a chief cook. The former resident of San Francisco retired in July 1982.

SALVADOR LOZADA

Pensioner Salvador Lozada, 93, died August 21. He joined the MC&S in 1935 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Born in the Philippines, he was a resident of San Francisco and retired in November 1973.

JAMES C. NORTHCUTT

Pensioner James C. Northcutt, 70, passed away August 7. Brother Northcutt began sailing with the Seafarers in 1960 from the port of San Francisco aboard the *City of Alma*, a Waterman Steamship Corp. vessel. The Tennessee native sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1975. From 1944 to 1945, he served in the U.S. Navy. A resident of Savannah, Tenn., Brother Northcutt began receiving his pension in August 1989.

RAYMOND M. NUGENT



Pensioner Raymond M. Nugent, 74, died August 31. Born in Ohio, he joined the SIU in 1967 in the port of New York. He sailed in the engine

department and frequently upgraded at the Lundeberg School. A resident of Las Vegas, Brother Nugent retired in April 1988.

OLLIE PURDY



Pensioner Ollie Purdy, 75, passed away September 24. A native of Virginia, he started his career with the Seafarers in

1956 in the port of Norfolk, Va. Brother Purdy sailed in the deck department. From 1944 to 1946, he served in the U.S. Army. A resident of Trinity, Texas, Brother Purdy began receiving his pension in October 1987.

ANTON D. RATKOVICH

Pensioner Anton D. Ratkovich, 78, died August 28. He joined the SIU in 1962 in the port of San Francisco. Born in Yugoslavia, he sailed in the engine department and upgraded at the Lundeberg School. During his SIU career, he was active in union organizing drives and strikes. Brother Ratkovich was a resident of New York City. He retired in November 1985.

ANTHONY RODRIGUEZ

Pensioner Anthony Rodriguez, 77, passed away August 21. Brother Rodriguez began sailing with the Seafarers in 1953 from the port of Lake Charles, La. During his seafaring career, the Louisiana native sailed in all three departments—deck, engine and steward—and attended an educational conference at the Lundeberg School in 1970. A resident of Arabi, La., Brother Rodriguez started receiving his pension in September 1982.

LEON RUSSELL

Pensioner Leon Russell, 73, died August 23. Born in Texas, he started his career with the MC&S in 1951 in the port of San Francisco, before that

union merged with the SIU's AGLIWD. Brother Russell was a resident of Farmersville, Texas and retired in June 1975.

PATRICK J. SANTORO



Pensioner Patrick J. Santoro, 93, passed away September 9. He began sailing with the Seafarers in 1952 from his native New

York. Brother Santoro sailed in the deck department and was active in union organizing drives and beefs. A resident of Pompano Beach, Fla., he began receiving his pension in August 1970.

EARL R. SMITH

Pensioner Earl R. Smith, 74, died September 28. Brother Smith joined the SIU in the port of Tampa, Fla. in 1941. The Florida native worked in the deck department. During his sailing career, he was active in union organizing drives and beefs. Brother Smith retired in June 1984 and made his home in Jacksonville, Fla.

DEAN STEINMETZ

Dean Steinmetz, 67, passed away July 31. A native of Kansas, he sailed with the Seafarers from 1990 to 1992 as a nurse and storekeeper. From 1947 to 1967, he served in the U.S. Navy. Brother Steinmetz was a resident of Hudson, Fla.

HOUSTON R. WHITE



Pensioner Houston R. White, 69, died October 2. Born in Florida, he started his career with the SIU in 1959 in the port of New York. He sailed

as a member of the deck department. Brother White began receiving his pension in July 1988. He was a resident of Crescent City, Fla.

HAROLD T. WRIGHT



Pensioner Harold T. Wright, 67, passed away August 6. He began sailing with the Seafarers in 1968 from the port of Tampa, Fla.

Born in Ohio, Brother Wright sailed in the deck department. From 1950 to 1954, he served in the U.S. Navy. A resident of Tampa, Brother Wright retired in June 1995.

HON PING YEE

Pensioner Hon Ping Yee, 90, died August 8. Brother Yee joined the MC&S in 1954, before that union merged with the SIU's AGLIWD. Born in Hawaii, he was a resident of Honolulu and began receiving his pension in March 1973.

MING W. YING



Pensioner Ming W. Ying, 89, passed away September 11. He joined the Seafarers in 1955 in the port of San Francisco. The China native

sailed in the deck department and became a U.S. citizen in 1965. Brother Ying was a resident of San Francisco and retired in April 1982.

INLAND

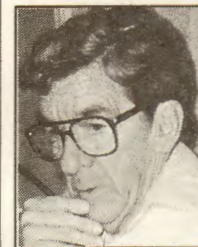
ALLEN BRUNET



Pensioner Allen Brunet, 58, passed away October 2. He graduated from the Andrew Furuseth Training School in 1965 and joined the Seafarers in the port of New Orleans. His first ship was the *Alcoa Master*. A native of Louisiana, Brother Brunet started out in the deep sea division and later transferred to inland vessels. He sailed in the engine department and upgraded at the Lundeberg School. From 1959 to 1963, he served in the U.S. Navy. A resident of Ville Platte, La., Boatman Brunet began receiving his pension in July 1997.

He sailed in the engine department and upgraded at the Lundeberg School. From 1959 to 1963, he served in the U.S. Navy. A resident of Ville Platte, La., Boatman Brunet began receiving his pension in July 1997.

WILLIAM H. DAVIS

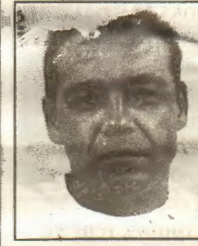


Pensioner William H. Davis, 84, died July 31. A native of North Carolina, he started his career with the SIU in 1956 in the port of

Baltimore. He sailed in the engine department as a chief engineer. Boatman Davis retired in July 1983 and was a resident of Elkridge, Md.

GREAT LAKES

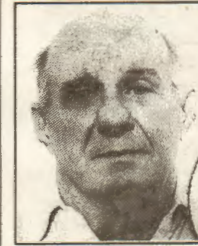
HOWARD J. BASLEY



Pensioner Howard J. Basley, 75, passed away October 3. The Wisconsin native joined the Seafarers in 1962 in the port of Duluth, Minn. He

sailed as a member of the engine department. Brother Basley made his home in Superior, Wis. and began receiving his pension in July 1987.

MAX B. TOBIN



Pensioner Max B. Tobin, 77, died August 30. Born in Michigan, he joined the SIU in 1961 in the port of Detroit. During his seafaring career, he sailed

as a tug lineman, oiler, fireman and deckhand. A resident of Southgate, Mich., he retired in July 1982.

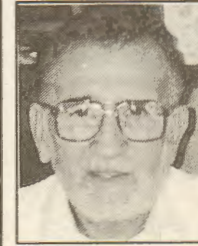
ATLANTIC FISHERMEN

JOSEPH P. SANTOS

Pensioner Joseph P. Santos, 94, passed away July 20. Born in Portugal, he joined the Atlantic Fishermen's Union in 1944 in the port of Gloucester, Mass., before it merged with the AGLIWD in 1981. He sailed as a member of the deck department. Brother Santos was a resident of Palm Beach Gardens, Fla. and began receiving his pension in October 1968.

RAILROAD MARINE

DONALD H. MESZAROS



Pensioner Donald H. Meszaros, 71, passed away August 20. A native of Michigan, he began sailing with the Seafarers in 1948. He primarily

worked as a chef aboard car ferries operated by Ann Arbor Railroad Co. Brother Meszaros was a resident of Beulah, Mich. He retired in June 1991.

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.

HMI ASTRACHEM (TUM), August 31—Chairman Spencer Lyle, Secretary Luis Escobar, Deck Delegate William Brinson, Engine Delegate Guadalupe Garza. Chairman announced payoff upon arrival in port of Freeport, Texas. Secretary welcomed new SIU apprentices aboard and commended them on their excellent work and enthusiasm. No beefs or disputed OT reported. Crew thanked Chief Steward Escobar and galley gang for gourmet meals and deck department for job well done.

LNG GEMINI (ETC), August 31—Chairman Ramli Mohamed, Secretary Kris Hopkins, Educational Director Muharam Husin, Deck Delegate John Lafavour, Engine Delegate Marcos Hill, Steward Delegate Patricia Ballance. Crewmembers discussed moving gym equipment into basketball court. Steward reminded crew to take care of new couches in crew lounge. Educational director urged members to upgrade at Lundeberg School and apply for training record books (TRBs). Treasurer announced \$240 in ship's fund and discussed purchasing small refrigerators for crewmembers' quarters. Crew asked contracts department for clarification of shipboard sanitary duties. Steward reminded departing crewmembers to clean rooms, replace linens and turn in keys. Entire crew thanked steward department for fine meals. Next ports: Tobata, Japan; Bontang, Indonesia; Nagoya, Japan.

MAERSK CONSTELLATION (Maersk Lines), August 29—Chairman Terry Hilton, Secretary Khamis Mageed, Educational Director Leonard Strong. Bosun thanked crew for safe trip and reported payoff in port of Concord, Calif. He asked members to have rooms clean and ready for next occupant. Chairman noted expansion of Maersk fleet and creation of additional SIU jobs. Secretary thanked galley gang for job well done. Educational director urged members to check Paul Hall Center's schedule of courses and upgrade whenever possible. Treasurer announced \$350 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to clarify hazardous cargo pay. Crew also requested a new refrigerator for crew mess hall.

OMI COLUMBIA (OMI), August 22—Chairman Greg Hamilton, Secretary Dana Zuls, Educational Director William Behan, Deck Delegate Paul Sbriglio, Steward Delegate Donald Dwyer. Chairman asked crew to fill out repair list, return all movies and keep noise down. He further advised members smoking is not permitted during union meetings. Secretary asked contracts department to clarify situation regarding pay. Educational director urged crewmembers to return to Piney Point as often as possible to upgrade. No beefs or disputed OT

reported. Chairman reminded members smoking is not permitted anywhere on deck. Crew requested cleaner for new VCR. Members also noted two crewmembers are without refrigerators and one cabin needs new lock installed. Deck department asked for paper towels. Next port: El Segundo.

PFC JAMES ANDERSON (Maersk Lines), August 24—Chairman George Jordanides, Secretary Michael Watts, Educational Director Larry Cochran, Deck Delegate Thomas Keenan, Engine Delegate Keith Neathery, Steward Delegate Duane Washington. Chairman and crew extended special vote of thanks to Chief Steward Watts, Chief Cook Roger Mosley, Assistant Cook Washington, and SAs Tofiq Kennedy, Robby Lapy and Ali Nasser for wonderful shipboard barbecue held on Paul Hall Day. Steward thanked entire crew for helping keep vessel clean. Educational director stressed importance of upgrading at Piney Point. No beefs or disputed OT reported. Next ports: Male, Maldives and Diego Garcia.

SEA-LAND CHALLENGER (Sea-Land Service), August 31—Chairman John Emrich, Secretary Donna J. Clemons, Educational Director Brian Connell, Deck Delegate Frank Cammuso, Engine Delegate Ramona Gayton, Steward Delegate Mario Frime. Chairman announced estimated time of arrival in port of Oakland, Calif. Educational director discussed importance of crew attending Lundeberg School's tanker operation and safety course. No beefs or disputed OT reported. Bosun thanked steward department for good meals and special birthday cakes.

SEA-LAND DEFENDER (Sea-Land Service), August 24—Chairman William Dean, Secretary Roger Linasan, Educational Director Baldev Singh, Deck Delegate Manolo Delos Santos, Engine Delegate George Phillips, Steward Delegate Jessie James. Chairman stressed importance of all members obtaining a training record book (TRB) from the union. Secretary thanked crew for helping keep ship clean. Educational director advised members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Crew gave "thanks and compliments" to galley gang for job well done. Next ports: Long Beach and Oakland, Calif.; Dutch Harbor, Alaska; and Yokohama, Japan.

SEA-LAND DISCOVERY (Sea-Land Service), August 24—Chairman Rudy Santos, Secretary Vainu'u Sili, Educational Director Douglas Greiner, Deck Delegate Ron Sagadraca, Steward Delegate Efren Ancheta. Chairman reminded crew to work with safety in mind while at sea. Secretary reported smooth sailing. Educational director encouraged members to upgrade at Lundeberg

School. Treasurer announced \$145 in ship's fund. No beefs or disputed OT reported.

SEA-LAND INTEGRITY (Sea-Land Service), August 31—Chairman William Marsh, Secretary Stephanie Sizemore, Educational Director Dennis Baker, Deck Delegate Mark Holman, Engine Delegate Gregory Johns. Chairman reported new chairs for crew lounge have been ordered. He announced payoff upon arrival in port of Jacksonville, Fla. Secretary reminded crew of new shipboard garbage disposal program. He asked crewmembers to return plates and silverware to galley. Educational director noted new movies will be purchased in port of Houston. He stressed importance of all members applying for training record books (TRBs). Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Bosun thanked galley gang for fine meals. Next port: Houston.

SULFUR ENTERPRISE (Sulphur Carriers), August 31—Chairman Marvin Zimbardo, Secretary Nee Tran, Educational Director Charlie Clausen, Deck Delegate Solomon Shields, Steward Delegate Rice Pham. Chairman advised crew that ship going into shipyard around September 20. He urged members to apply for training record books (TRBs) and upgrade at Piney Point. No beefs or disputed OT reported. Steward reminded members to clean rooms and change linens before signing off vessel.

DUCHESS (Ocean Duchess, Inc.), September 15—Chairman Robert Eugene Allen, Secretary Tyler Laffitte, Educational Director Byron Elliott, Deck Delegate Vincent Damelia, Engine Delegate Michael Brennan, Steward Delegate Mariano Norales. Educational director advised members to apply for training record books (TRBs). No beefs or disputed OT reported. Crew requested relief crew in port and asked contracts department to look into reducing seatime to file for vacation. Crew thanked steward department for job well done.

GUAYAMA (NPR, Inc.), September 21—Chairman Gerald R. Kidd, Secretary Richard Hicks, Educational Director Ronald Smith, Deck Delegate Tan Joon. Chairman reported payoff upon arrival in port of Jacksonville, Fla. No beefs or disputed OT reported. Crew noted letter from SIU Vice President Contracts Augie Tellez received and posted. Entire crew thanked galley gang and deck department for jobs well done. Steward thanked crewmembers for putting all plastic garbage in designated receptacle.

LEADER (Kirby Tankships), September 28—Secretary Pablo Alvarez, Educational Director Larry Phillips. Secretary noted payoff in next port and advised members to upgrade at Piney Point. Educational director also stressed importance of upgrading; Lundeberg School course schedule is found monthly in *Seafarers LOG*. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

LIBERTY SEA (Liberty Maritime), September 21—Chairman R. Wilson, Secretary Catherine Hays, Deck Delegate Paul Wade, Engine Delegate John Parkhurst, Steward Delegate Pedro Mena. Chairman reported

new washing machine received in port of Corpus Christi, Texas. Bosun extended wishes for pleasant voyage to crew remaining on vessel and wishes for a happy visit to shore for those signing off. He gave special vote of thanks to Chief Steward Hays and steward department for making vessel "a great feeder." No beefs or disputed OT reported. Bosun requested special hand cleaner for crewmembers.

ember 15—Chairman Greg Hamilton, Secretary Dana Zuls, Educational Director William Behan, Deck Delegate Paul Sbriglio, Steward Delegate Donald Dwyer. Chairman noted response had not been received from contracts department concerning question about pay. He asked crew to identify themselves when adding items to repair list. Bosun reminded members to latch watertight doors when closing

Stars and Stripes Adorn the Curtiss



Following helicopter operation exercises off the coast of California, the *USNS Curtiss* sailed into Port Hueneme July 2 for a union meeting and payoff. Representing the AMSEA vessel's "phenomenal steward department" (according to AB Bruce Hosmer), are (from left) SAs Carol A. Lyon, Aloa Agostino and Mary Lou Lopez, who are all ready for a sparkling Fourth of July.

LIBERTY WAVE (Liberty Maritime), September 14—Chairman Neil Matthey, Secretary Frederick Washington Sr., Educational Director Walter Chancey. Chairman announced payoff upon arrival in port on September 17 and noted ship scheduled to depart on voyage to Russia. Secretary reminded crewmembers signing off to clean room and turn in keys prior to departure. Educational director urged members to upgrade at Paul Hall Center. No beefs or disputed OT reported. Bosun and crew discussed talking to captain about obtaining new washer and dryer for crew laundry.

MAERSK CONSTELLATION (Maersk Lines), September 11—Chairman Mo Ahmed, Secretary Hugh Wilderemuth, Deck Delegate Frank Cottongin, Engine Delegate Edward Mancke, Steward Delegate Kathleen Lanahan. No beefs or disputed OT reported. Crewmembers noted ship's antenna has not been replaced or repaired despite three separate requests. Steward asked crewmembers to please clean lint filter on dryer and keep recreation room tidy. Bosun noted crew is still waiting for news on relief in port of Long Beach, Calif.

NUEVO SAN JUAN (NPR, Inc.), September 7—Chairman William Card, Secretary Ed Haber, Educational Director T. Prisco, Deck Delegate Jim Sanders, Steward Delegate Antonio Colon. Chairman announced payoff upon arrival in port of Jacksonville, Fla. Educational director stressed importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Crew asked contracts department for clarification of rest periods in port and on weekends.

OMI COLUMBIA (OMI), Sept-

them and put away all tools after using them. Secretary and educational director discussed importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Chairman advised crew to wear safety equipment when working. Entire crew thanked steward department for excellent food. Next port: El Segundo, Calif.

OVERSEAS ARCTIC (Maritime Overseas), September 25—Chairman Roger Reinke, Secretary John Rapoza, Educational Director Edward Self, Deck Delegate William Burke, Engine Delegate Herman Bergeron Jr., Steward Delegate Antonio Pizzuto. Bosun advised crew to be aware of upper deck sandblasting and painting. Chairman encouraged members to have training record books (TRBs) before year's end. He also urged members to upgrade skills at Piney Point. Educational director added that crewmembers must renew their firefighting endorsement every five years. Bosun informed crew of repair list being circulated and reminded them to give captain 48 hours notice if they do not want a cash payoff. No beefs or disputed OT reported. Crew asked for new mattresses and lounge furniture. A vote of thanks was given to the steward department for great meals. Next port: Drift River, Alaska.

SAM HOUSTON (Waterman Steamship), September 14—Chairman Bobby Riddick, Secretary Roderick Bright, Educational Director Emmett Neathery. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Crewmembers extended wishes for happy and healthy retirement to AB James Radaire and noted it was "good sailing with a great man." Crew thanked steward department for job well done.

Maritime Briefs

Port of New York and New Jersey Awarded Federal Funding for Dredging Project

Congress recently authorized nearly \$1 million in federal funding for the dredging of the port of New York/New Jersey. The long-awaited project to deepen the port's shipping channels from 40 to 45 feet is slated to begin next fall.

The plan to unclog the port's main channel, the Kill van Kull, to its container berths will be done in phases and is expected to take six or seven years.

While President Clinton has yet to sign the legislation, White House officials say the president is committed to helping the port.

The funding is part of a \$60 million package awarded to the port of New York/New Jersey for a variety of projects defined in the recently passed energy and water appropriations bill.

According to officials, the port of New York/New Jersey has lost nearly 10 percent of its container cargo in recent years because the clogged and shallow channels have forced large vessels to offload cargo before sailing to their respective berths.

SIU-contracted companies such as Maersk Lines, Sea-Land Service and NPR, Inc., as well as numerous Seafarers-crewed tankers, regularly call on the port of New York/New Jersey.

Runaway-flag Tanker Involved in Worst Oil Spill in Singapore's History

A collision between two giant tankers in the Singapore Strait last month resulted in an oil spill of 25,000 tons (174.5 million barrels)—the worst pollution accident in Singapore's history.

The incident occurred at approximately 9 p.m. on October 15 when the Greek-owned, Cyprus-flagged *Evoikos* and the Thailand-flag *Orapin Global* slammed into one another about three miles outside Singapore's port limits.

According to a report issued by the Singapore Maritime and Port Authority, Singapore port supervisors warned the captain of each vessel of the impending disaster for 13 minutes before the collision occurred.

Press reports state that the runaway-flag *Evoikos* was carrying 840,000 barrels of bunker from the Middle East to Singapore when it hit the *Orapin Global*, which was in ballast and leaving the port limits. The accident left a hole in the port side of the *Evoikos*, causing the oil to flood out.

The master of the *Orapin Global* was charged with navigating the vessel in a reckless manner and failing to take the proper action to avoid the accident. He faces six months in jail, a \$630 fine or both, if convicted. A trial date has not been set.

The first warning was issued to the *Orapin Global* at 8:41 p.m. The captain acknowledged the warning and crossed lanes. However, he returned the tanker to its original course after passing a nearby vessel. Press reports state the second set of warnings to the master of the *Orapin Global* was issued at 8:46 p.m., and at 8:48 p.m. he was informed of the imminent collision and urged to "navigate with caution."

The tankers crashed at 8:54 p.m.

According to the International Association of Independent Tanker Owners (Intertanko), the warnings may not have allowed enough time for the vessels to avoid the collision since they were approaching one another at about 20 knots.

The agency noted that it takes between 2.5 and three miles, or 15 minutes, to stop a very large empty tanker. It would take just under two miles, or 10 minutes, to stop a loaded 150,000-ton tanker, added Intertanko. (At the time of the collision, the *Evoikos* was 140,210 deadweight tons and the *Orapin Global* was 268,450 deadweight tons.)

The cleanup of the 25,000 tons of crude oil in the Singapore is still under way. However, officials report that some of the oil has leaked into Malaysian and Indonesian waters.

The Singapore spill is being compared to the *Exxon Valdez*, which dumped 35,000 tons of crude oil into Alaskan waters in 1989.

LOG-A-RHYTHM

*You changed things around
for some good, it seems,
and those fancy desserts
helped stretch our our jeans.*

*You fattened us up,
now you're going away,
and we have to deal
with loud little Ray.*

*We wish you the best,
along your way,
and hope to be shipmates
again someday.*

[This poem was written by the SUP deck gang aboard the *Mokihana* (Matson Line) in tribute to Chief Steward Carol A. Grycko's cooking.]

Sea-Land Challenger Fuels 'Volcano'



On August 4, 1997, the sailing vessel *Volcano* called the *Sea-Land Challenger* on the VHF radio requesting assistance. Crewed by nine women from Orange Coast College in Newport Beach, Calif., the sailboat was bound for Santa Barbara, Calif. but had been rendered becalmed and was running low on fuel. Paul Skoropowski, captain of the *Sea-Land Challenger*, agreed to give the *Volcano* the needed fuel. The SIU-crewed vessel decreased its speed and set an intercept course for the distressed vessel. Once the *Sea-Land Service* ship came near the *Volcano*, it dropped to 15 rpm and the sailboat ran alongside at the same speed. The chief mate passed a hose line over the side to allow the *Volcano's* fuel tank to be filled by the students (in photo above), and the *Sea-Land Challenger* resumed its original course and speed.

Union Continues Issuing TRBs to Seafarers

All Seafarers who have not applied for a training record book (TRB) are encouraged to do so as soon as possible.

Jointly developed by the union and the Paul Hall Center for Maritime Training and Education, the TRB is accepted by the U.S. Coast Guard. It was designed primarily to help standardize proof of documentation for port state control under both the International Safety Management Code (ISM) and the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW), including the 1995 amendments to that convention. It contains sections for listing a mariner's training as well as his or her demonstrations of various shipboard competencies.

Original TRBs will be issued at no charge, although Seafarers applying for the booklets must

send two color, passport-size photos with their applications. (There will be a \$25 charge for replacement books if lost.) TRBs will be distributed by 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 booklet.

The information entered by individuals into the book will be supported and verified by a database maintained at the training facility.

Although there is not yet a fixed date by which SIU members must carry a TRB in order to sign on a ship, the school hopes to equip every Seafarer with a TRB by the end of the year, and members are urged to apply for the books as soon as possible.

In addition to the form below, applications also are available at all SIU halls.

Training Record Book Application

Name _____
Last First Middle

Date of Birth _____ SSN _____

Home Phone Number _____

Address _____
Street

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.

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.)

Memories of SIU Life Remain with Cousins

I read about the many wonderful things that are happening in our union in the September issue of the *Seafarers LOG*. As a retiree, I am glad to be a part of it, having waited 43 years for my honorable discharge as a result of my work during World War II aboard vessels.

As an oldtimer, I can relate to brothers Angus Campbell and Ed Mooney, whose pictures I saw as guests to the SIUNA convention.

I often wonder what became of "Jungle Jim" (Burt Hanback), whose whereabouts I have lost track of since my retirement from sea duty.

Sometimes, in the middle of the night, I wake with a start, as if I overslept and, possibly, the standby forgot to call me for coffee before I go on watch. But

now, it's just a fantasy, as it turns out.

At other times, I have an occasional nightmare in which I dream about the times on lookout in the bow, in calm waters, when the torpedo I feared, as I closed my eyes and stopped up my ears, veered off the bow and turned out to be a friendly old porpoise.

I also remember attending New London's Officers Training School, where I couldn't digest what they threw at me so fast, so I was glad to return to our union during WWII. My one good memory of that institution was the voice of Vaughn Monroe on the jukebox singing "Racing with the Moon."

Intermittently, I think back to the good times and galley-cooked meals—and even air raids.

On the *George E. Hale*, as I recall, we had a chief officer by the name of Dave Smith. While at the dock in Naples, Italy, we had an air-raid alert, and since there were no gun-tubs and Navy gun crews aboard at that time, the crew was signaled to gather in the messroom. I can just guess that the thought going through all our minds was "this is it." Then, with the sounds of bombs exploding while missing their targets (thank God), the order was given to move

out and drop anchor until we proceeded to the next port of call.

Clarence L. Cousins
Butler, Penn.

Top-notch Mariners Aboard *Duchess*

I am presently wrapping up four months as second mate aboard the *Duchess*. During this time, I had ABs Johnny Rodriguez, Pat Dillon, Rick Hindson, Jerry Joseph, Danny Cruz and George Pochuliya on my watch. QMED/Pumpman Byron Elliot assisted with cargo, docking and undocking. All of them are top-notch seamen.

I was able to brag (and truthfully) about how I had the best watch on the ship. Especially Rick Hindson, who reminds me of the character of Deets in the movie "Lonesome Dove." When that character died, the captain wrote on his tombstone, "... he was cheerful in all weathers and never shirked a task."

Nice to know there are still merchant seamen around.

James Hoban
Second Mate, *Duchess*

Dousing Shipboard Fire Elicits Master's Praise

I would like to commend the crew of the *Sea-Land Trader* for their response to a fire at sea. On September 26, 1997, while the crew was engaged in a fire drill, the deep fat fryer in the galley caught fire. The crew responded in the best possible manner to this emergency. They did as they were trained to do. Each person went to his or her station where every member of the ship's company made a contribution toward putting out the fire.

Two SIU members were wearing self-contained breathing apparatus, AB Salvador Villareal and Electrician Coy Herrington. They unhesitatingly went into the flames and smoke of the galley in order to extinguish the blaze. I would like to add that Mr. Herrington used good initiative to put a fire blanket over the burning fat in order to prevent flashbacks.

I would also like to point out that while the fire lasted five minutes, the cleanup and repair work took five days. All departments helped willingly and worked long hours to put things right. The results of their efforts are amazing when you consider the original damage. A great deal of thanks goes to our steward department, Chief Steward Kevin Dougherty, Chief Cook Susano Cortez and Steward Utility Milagros Clark were able to serve hot meals within a day of the fire while working under the most difficult of circumstances.

The successful extinguishing of this fire is a tribute to the training and dedication of the entire crew of the *Sea-Land Trader*. The post-fire efforts are a measure of the pride this crew has in their ship.

I can honestly say that if another fire were to occur in the career of this vessel, there would never be a more capable group of people to deal with it than the crew presently serving. I am honored to work alongside men and women such as these. They are a credit to their union and to the American merchant marine.

Capt. Kenneth J. Halsall
Master, *Sea-Land Trader*

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 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.

SUMMARY ANNUAL REPORT FOR GREAT LAKES TUG AND DREDGE PENSION PLAN

This is a summary of the annual report for the Great Lakes Tug and Dredge Pension Plan, EIN 13-1953878, Plan No. 003, for the period January 1, 1996 through December 31, 1996. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Information

Benefits under the plan are provided through a trust fund. Plan expenses were \$1,297,494. These expenses included \$176,494 in administrative expenses and \$1,121,000 in benefits paid to participants and beneficiaries. A total of 578 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$22,322,968 as of December 31, 1996, compared to \$21,377,532 as of January 1, 1996. During the plan year, the plan experienced an increase in its net assets of \$945,436. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$2,242,930, including employer contributions of \$205,494, employee contributions of \$89,902, realized losses of \$51,215 from the sale of assets, and earnings from investments of \$1,998,749.

Minimum Funding Standards

An actuary's statement shows that enough money was contributed to the plan to keep it funded in accordance with the minimum funding standards of ERISA.

Your Rights to Additional Information

You have the right to receive a copy of the full annual report, or any part thereof, upon request. The items listed below are included in that report:

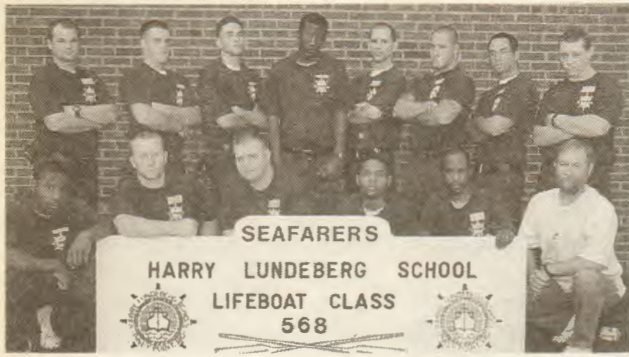
1. an accountant's report;
2. assets held for investment;
3. transactions in excess of 5 percent of plan assets; and
4. actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the Board of Trustees of the Great Lakes Tug & Dredge Pension Plan, 5201 Auth Way, Camp Springs, MD 20746; (301) 899-0675. The charges to cover copying costs will be \$2.10 for the full annual report, or 10 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge for copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees of Great Lakes Tug & Dredge Pension Plan, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor (DOL) in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, N-5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, NW, Washington, DC 20210.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 568—Graduating from trainee lifeboat class 568 are (from left, kneeling) Caleb Hines, Lewis O'Neal, Sean McDavitt, Davin Gillespie, Manuel Little, Ben Cusic (instructor), (second row) Anthony Neathery Jr., James Hazelip, Randy Pasquarella, Janaro Jackson, Jared Lee, Michael Scheir, Keith Manzano Jr. and James Felhauer.



Upgraders Lifeboat—Upgrading graduates of the September 17 lifeboat class are (from left, kneeling) Mohamed Ahmed, Sergio Ayala, Yahya Ali, Carlos Rosales, (second row) Silverino Estigoy, El-Sayed Mohamed, Hanif Abdul-Hakeem and Ben Cusic (instructor).



Tankerman Barge PIC—Completing their tanker barge PIC training on September 3 are (from left, first row) Ben Cusic (instructor), Robert Hamilton, William Mathews Jr., Gary Dow, (second row) Robert Wooten and Robert Kirk.



Marine Electrical Maintenance II—Marking their graduation from the marine electrical maintenance II class on September 17 are (from left) Ross Himebauch, Eric Malzkunn (instructor), Gary Frazier, Gregory Thomas, Charles Dunnavant and Robert Richer. Not pictured are Charles Donley, Carlos Perez and Rick Kern.



Limited License—Seven Seafarers completed the limited license class on September 17. They are (from left, kneeling) Jeffrey Russo, Casey Taylor (instructor), Chad Macaulay, (second row) Calvin Patterson, Lamont Lovick, Michael Cox, John Cincotta and Joseph Violante.



Damage Control—Graduating from the damage control class on September 17 are (from left) Klaus Tankersley, Allan McCoy, Bobby Javier, Kenny Spivey, Roberto Flores and Gary Carter.



Tanker Assistant DL—SIU members completing the tanker assistant DL course on September 3 are (from left, front row, kneeling) Laura Reed, Jose Constantino, Bernie Igot, David Dinnes, Michael Wells, Klaus Tankersley, (second row) Bobby Javier, Daniel Crawford, Donald Clotter, Gary Carter, Roosevelt Sampson, Sinclair Oubre, Kenneth Spivey, Christopher Mattair, (third row) Jim Shaffer (instructor), Thomas Hale, Hanif Abdul-Hakeem, John O'Shaughnessy and Ronald Warrior.



LNG Familiarization—Earning their certificates of achievement for successfully completing the LNG familiarization course in September are (from left, kneeling) John Smith (instructor), Suraredjo Sukirman, Jan Haidir, Johnnie Thomas, Glenn Toledo, (second row) Ronald Belcher, Thomas Guffey, Tony Kaplan, Huey Jackson Jr., Thomas Cyrus, Ronald Rizzuto, (third row) Scott Seiler, Hector Barnes, Richard Spence, Edwin Bonefont, Thomas Parisi and Jose Manandic.



Tanker Assistant DL—Receiving their graduation certificates for completing the tanker assistant DL course on September 24 are (from left, kneeling) Alphonse Thomas Sr., Maris Seperis, Ismael Purganan, Mohamed Mahmed, Michael Duggan, (second row) Edward Lobb, Mark Smith, Paul Coursey, Latausha Roberson, Karriem Allah, Chris Stringer, (third row) Mark Jones (instructor), Paula Kaleikini, William Humphrey, Timothy Girard, Ibarra Mangaya, DeMont Edwards and Robert Haggerty.



Ice Carving—Hanif Abdul-Hakeem (left) is congratulated by Instructor/Chef Allen Sherwin for successfully completing the ice carving course on September 18.



Upgraders Lifeboat—Certificates of lifeboat training were received by the September 17 class. They are (from left, first row) Jorge Mora, Alphonse Thomas Sr., (second row) Pedro Santos, Samuel Spears Jr., Tom Gilliland (instructor), (third row) Muhiddin Awale, Nellie Jones, William Thomas, Mauricio Castro, Romeo Azcarate, (fourth row) Larry Reed, Douglas Hall, Henry Jones Jr., Ibarra Mangaya, (fifth row) Jeff Stuart, Charles Abell, Claudio Romano and Charles James. Not shown is Bernie Pelington.

LUNDEBERG SCHOOL 1997-98 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between December 1997 and the first three months of 1998 at the Seafarers Harry Lundeborg 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.

Please also note: the courses listed for 1998 are tentative. Seafarers who have any questions regarding the upgrading courses offered at the Lundeborg School may call the admissions office at (301) 994-0010. The staff of the Paul Hall Center is working on its full 1998 schedule of classes. As soon as it is completed, it will be published in the *Seafarers LOG*.

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	February 9 March 9	March 6 April 3
Celestial Navigation	March 2	April 10
Lifeboatman	December 1 January 26 February 23	December 12 February 6 March 6
Radar Observer/Unlimited	December 1 March 23	December 12 April 1
Radar Recertification (one-day class)	December 11	

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	February 23	April 6
Steward Recertification	January 26	March 3
LNG Recertification	February 9	February 13

Steward Upgrading Courses

Course	Start Date	Date of Completion
Certified Chief Cook and Chief Steward	December 13 December 27 January 10 January 24	March 6 March 20 April 3 April 17
Galley Operations and Galley Operations	December 13 December 27 January 10 January 24	January 9 January 23 February 6 February 20

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	February 23	April 6
QMED	January 12	April 2
Refrigeration Systems & Maintenance	February 17	March 27
Diesel Engine Technology	March 30	May 8
Power Plant Maintenance	February 17	March 27

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Assistant DL	February 2 March 2	February 23 March 20
Tankerman Barge PIC	February 13	February 20
Government Vessels	March 9	March 27

Inland Courses

Course	Start Date	Date of Completion
Special Able Seaman	January 17 February 13	February 6 March 6

Additional Courses

Course	Start Date	Date of Completion
GED Preparation	January 12	April 11
English as a Second Language (ESL)	January 26	March 6
Lifeboat Preparation	January 19 February 12 March 16	January 23 February 16 March 20
Tanker Assistant Preparation	January 26 February 23 March 23	January 30 February 27 March 27
QMED Preparation	January 5	January 9
FOWT Preparation	February 9	February 20
AB Preparation	January 26 February 23 March 23	February 6 March 6 April 3
College English	January 12	February 20
Introduction to Computers	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 Lundeborg 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: Lundeborg School of Seamanship,
Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075.

11/97



SUMMARY ANNUAL REPORT

A summary annual report for the Great Lakes Tug and Dredge Pension Plan may be found on page 21 in this issue of the Seafarers LOG.

Paul Hall Center Galley Program Receives High Marks

The new steward department curriculum at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. is receiving high praise from galley gang upgraders who have completed courses since the program was revamped early this year.

"The courses are excellent and provide a unique learning opportunity for any member sailing in the steward department," stated Robert Wilcox, who recently graduated from the new certified chief cook class.

In March, the center's Lundeberg School completed a comprehensive upgrade of its steward department curriculum, including new, modular classes and an emphasis on seetime requirements between courses.

According to Allan Sherwin, director of culinary education at the school, the restructured curriculum makes it more convenient for Seafarers to attend courses in Piney Point. (See

sidebar for a list of courses.)

Taught in Modules

One significant change in the galley course structure is that the certified chief cook course is now offered in six, two-week modules, for a total of 12 weeks. Because none of the modules is a prerequisite to any other, eligible upgraders may enroll at the beginning of any of the six modules.

In addition, after completing at least three modules (a total of six weeks), upgraders who have an opportunity to ship out may do so. They then have one year from their departure date to return to the Lundeberg School and finish the other three modules. (Of course, students also may complete each of the modules in succession.)

While Wilcox completed the entire chief cook program in 12 weeks, he noted the new modules offer galley gang members "the option to complete their education and still get their seetime should the opportunity arise."

Sharon Herner, who is taking the certified chief cook course, said of the courses, "The modular program is outstanding because it doesn't matter when you enroll; all of the topics will be covered in the cycle. I think it is a great idea and one that works well for every steward department member who wants to continue

their education here in Piney Point."

Sherwin, who has endorsements from a number of prestigious culinary institutions, explained, "The steward department program is very viable. It allows galley students to return for upgrading courses every two weeks or 26 times a year. The old structure was not as flexible.

"We have received a lot of positive feedback from Seafarers as well as SIU-contracted companies who value the school's many benefits. The new steward department courses give upgraders more opportunities to return to the school and hone their galley skills. The overall purpose is to accommodate our members' work and shipping schedules more advantageously," said Sherwin.

New Instructors

Sherwin added that new culinary teachers who have joined the school's staff provide excellent instruction in shipboard cuisine and have played a vital role in the overall success of the new program.

"The Lundeberg School's steward department curriculum is one of the best in the nation. We provide our students with top-notch, professional instruction. After all, the quality of a shipboard steward department affects the well-being of an



Lead culinary instructor Eileen Hagar (right) instructs certified chief cook upgraders on the art of stuffing a turkey breast.

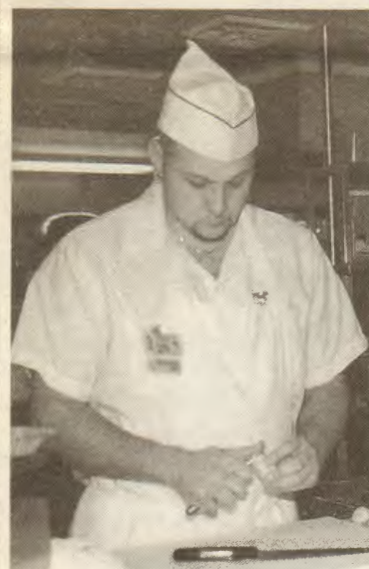
entire crew. Their culinary skills are vital," Sherwin stated.

"The instructors are excellent and provide a wealth of knowledge," acknowledged Herner who sails from the port of Mobile, Ala.

"Chef Eileen Hagar, for example, really takes her time and helps each individual. I can't say enough good things

about this program," she added.

For more information about enrolling in the Lundeberg School's steward department courses, see the application on page 23 in this issue of the LOG, ask a port agent or contact the admissions office at (301) 994-0010, extension 5202.



Ginger is one of the ingredients for Michael Perez's main dish. Perez is studying to become a chief steward.



Trimming fat from a piece of meat for his next recipe is Gerardo Frederick in the certified chief cook class.

Paul Hall Center Steward Department Curriculum

Unlicensed Apprentice Courses

Includes a 20-hour shipboard sanitation class and a 20-hour galley familiarization class. After students complete 90 days' seetime in the apprentice program, those who choose to sail in the steward department will return to the school for a four-week galley operations class. Galley operations features a pair of two-week modules.

Galley Operations II

Members must have 120 days' seetime to enroll after completing the unlicensed apprentice program. Non-graduates must have 365 days' seetime as an SA to enroll. The course consists of two, two-week modules (for a total of four weeks). Each module includes 35 hours, with additional time served in the school's galley operations.

Certified Chief Cook

Members must have 180 days' seetime after completing advanced galley operations to enroll. The course consists of six, two-week modules that are stand-alone (for a total of 12 weeks). This structure allows eligible upgraders to enroll at the start of any module.

Advanced Galley Operations

Members must have 180 days' seetime after completing certified chief cook to enroll. The course consists of four, one-week modules (for a total of four weeks).

Chief Steward

Members must have 180 days' seetime after completing advanced galley operations to enroll. This is a 12-week class.

Recertified Chief Steward

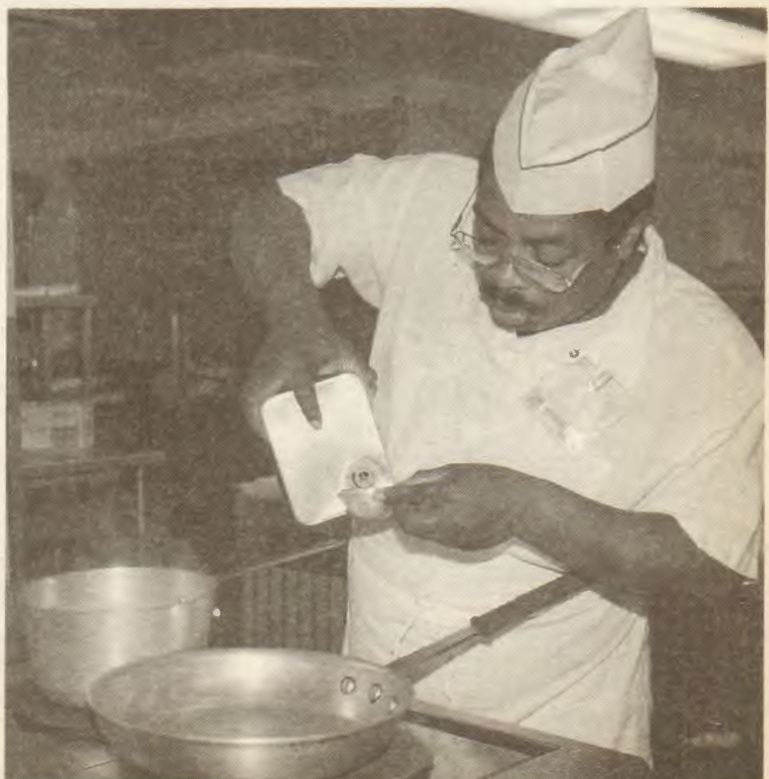
This six-week class is the most advanced curriculum available to Seafarers sailing in the steward department. Seafarers must be full-book members and must match the seetime and/or training as listed on the application to apply for enrollment. (A panel of three Seafarers from each year's final recertification course reviews the applications and selects the next year's class members.)



Carlos Suazo, a student in the certified chief cook course, dices carrots and onions for his cuisine.



Judi Chester, who recently completed the new certified chief cook course, works on a special dish in the Paul Hall Center's lecture/demonstration galley.



During his certified chief cook training, Jorge Bernardez adds a touch of olive oil to the skillet as he prepares to work on a recipe.