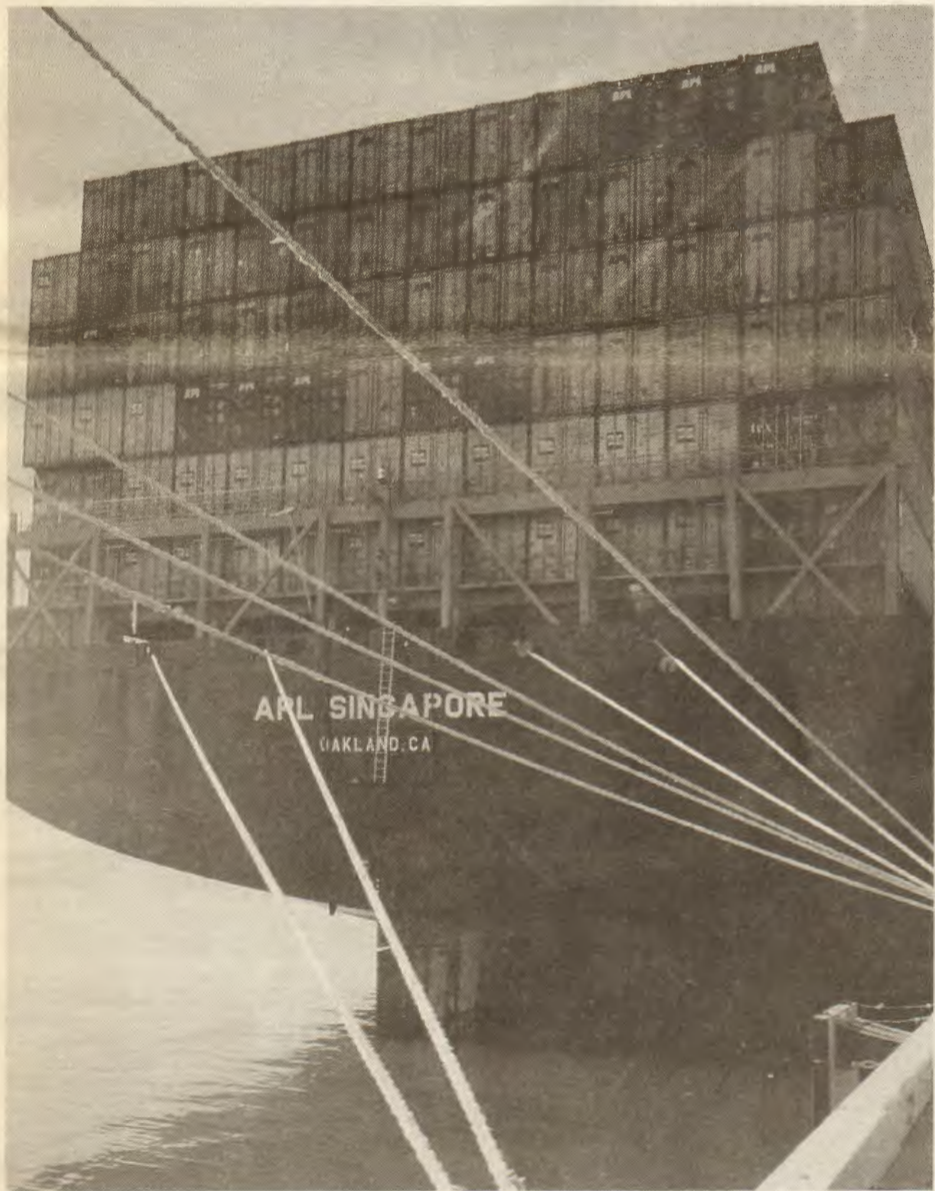




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# APL Reflags 1st of 4 Vessels Under Old Glory *Union Jobs Increase As C-11s Join MSP*

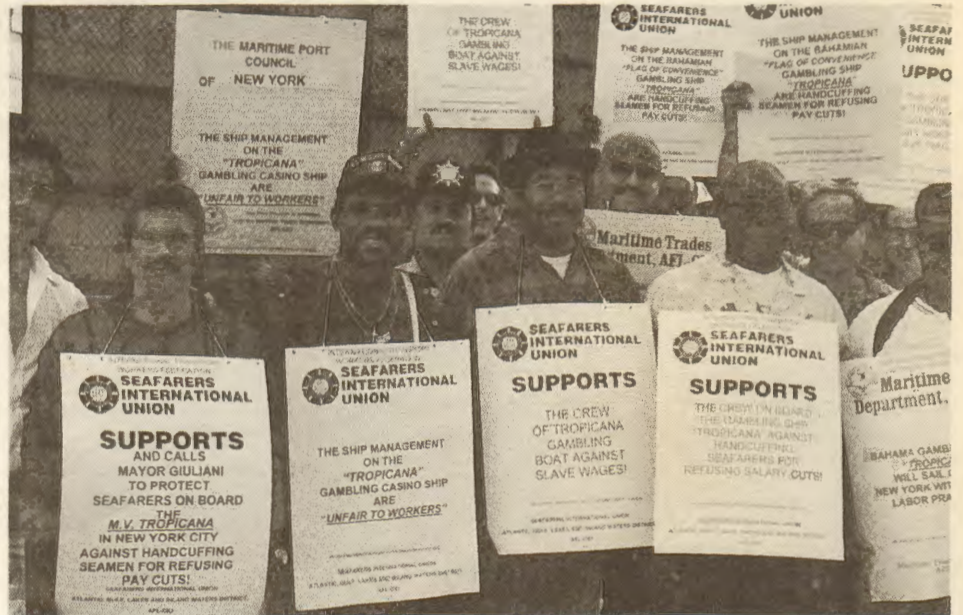


The *APL Singapore* last month replaced the Marshall Islands' registry with the Stars and Stripes. Crewed by SIU members in the steward department, the vessel is one of four APL ships being added to the U.S. Maritime Security Program.

Page 3

## Numerous New Jobs Highlight Past Year

Pages 10-11



## Another Sorry Chapter Added to Runaway Scam *Seafarers Protest Illegal Treatment Of Mariners on Gambling Boat; ITF Exposes 'Slavery' Scheme*

Seafarers in the New York area, including those pictured here, recently protested for several days after learning of the illegal treatment of mariners aboard the Bahamian-registered gambling boat *Tropicana*, based in Brooklyn. Among the many mariners on the runaway-flag ship who refused massive pay cuts and were fired, two were handcuffed and removed from the vessel by a private detective hired by the shipowner, South Carolina-based Collins Entertainment Corp. The International Transport Workers' Federation intervened on the crew's behalf. Page 5.

### Record Season Wraps on Lakes



A banner year for cargoes moving on the Great Lakes concludes this month with the closing of the Soo locks on January 15. Seafarers such as Deckhand Salim Yahya (pictures above and inset, aboard American Steamship Company's *Charles E. Wilson*) have helped transport a record amount of iron ore, coal, stone and other commodities throughout the region. Page 5.

## Safety Training Successful Aboard American Queen

Page 6

# President's Report

## A Winning Partnership

Aboard any ship, smooth sailing cannot happen without teamwork. A ship without working engines is useless. A ship that won't steer is no better. And anyone who has sailed knows the importance of being a good feeder.



Michael Sacco

It takes everyone doing his or her job well in order to make a vessel perform at its peak.

Aboard sealift ships, this need for teamwork is sometimes heightened, I believe. On those vessels, the deadlines can be exceptionally tight and the assignments vitally important. At times, not only American military personnel but also desperate citizens of other nations depend on our ships to get the job done.

That cooperation extends beyond the vessels to the organizations behind them. As speaker after speaker noted last month during the ceremonies honoring the roll-on/roll-off (RO/RO) ships *Cape Wrath* and *Cape Washington* (see page 3) in Baltimore, there is an efficient partnership between the entities that helps make these vessels run. Those groups include maritime labor, the Maritime Administration, the Military Sealift Command and the contracted companies which operate them.

The SIU's part in this successful mix is providing qualified, skilled manpower in a timely and competent manner, whether it's for a prepositioning ship, a Ready Reserve Force (RRF) vessel, a hospital ship or any other sealift component. We fulfill that responsibility through our union halls, via the manpower office and by providing the most up-to-date classes anywhere at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.

It's a role we're always proud of, but especially so when people take the time to appreciate the commitment of Seafarers like those who crewed the *Cape Wrath* and *Cape Washington* during the past three years. The staggering effectiveness demonstrated by those SIU members (and their shipmates) reflects our commitment to carry out our responsibility.

Of course, we're only one part of the team.

Standing inside the *Cape Wrath's* massive cargo area, acting Maritime Administrator John Graykowski described both ships as "iron and steel examples of how well government does its job. This isn't heard much nowadays, but I think this is a program Americans can and should feel good about."

He then commended the mariners, companies and government agencies who combine to see America's sealift ships through safe, productive voyages.

Graykowski wasn't alone.

Rear Admiral John J. Bepko, deputy commander of MSC, noted the "real teamwork between MSC and MarAd (for which MSC operates the ships when activated). When we're called upon to take control of these ships, we're confident. We know they'll be ready and in superb condition."

"Without question, we all work together as a team," stated M. Nuns Jain, director of MarAd's South Atlantic region.

Other speakers pointed out that the RRF ships advance benefits to the nation even when in reduced operating status. From the SIU's vantage point, the vessels mean jobs for ROS crews. But did you know the eight RRF ships stationed in Baltimore contribute more than \$50 million to the region's economy each year?

This, of course, happens in many different areas throughout the United States where some of the 96 RRF vessels are located.

"The RRF has become a great national asset," asserted Leland Bishop, president of American Overseas Marine Corp., which operates the two RO/ROs being honored.

The Baltimore ceremony takes place at a time when shipyards in California and Louisiana are building new American-flag ships for the prepositioning and RRF fleets. My hope is that these activities help solidify the accurate belief that our country must possess a strong sealift capability.

In short, America needs it. For us, as Seafarers, the sealift ships mean jobs.

For us, as Americans, these ships mean a boost to national security and in many cases a betterment of local economies.

The Seafarers aboard the *Cape Wrath* and *Cape Washington* did a great job illustrating those points. On very lengthy prepositioning assignments, they were virtually flawless in terms of keeping their respective ships at the ready.

As Graykowski put it, "Both ships were on time and on budget, with as much as we needed for as long as we needed it."

I join with the officials at the ceremony in congratulating the SIU members who crewed these two ships during their multi-year assignments. And I also salute all Seafarers who perform their jobs day-in and day-out with similar dedication.

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

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# Congressional Recess Halts Action On Cargo, Passenger Cabotage Laws

## Several Measures Remain for Legislators' Return This Month

Any effort to modify or kill the nation's cabotage laws are on hold as Congress is in recess until January 27, 1998 when President Clinton is scheduled to deliver his State of the Union address.

While a majority of the members of the House of Representatives has announced support for keeping the Jones Act (the nation's freight cabotage law) intact, several bills remain before both the House and Senate which could alter that law or the Passenger Vessel Services Act, which deals with the movement of people.

Both laws state that cargo or passengers traveling from one domestic port to another must be carried aboard U.S.-crewed, U.S.-built and U.S.-flag vessels; and both are supported by the SIU.

Despite the strong bipartisan showing in the House, with 239 members now listed as cosponsors to House Concurrent Resolution 65 (which calls for no changes in the law), foreign-flag operatives continue to push for action on the Coastal Shipping Competition Act (H.R. 1991), designed to gut the Jones Act. At the time of the congressional recess, H.R. 1991 had a total of 15 cosponsors with no hearing date scheduled.

Support for the Jones Act is not limited to members of Congress. Recent statements by the commander and deputy commander of the U.S. Transportation Command (TRANSCOM) have renewed the Defense Department's backing for the law.

Speaking before the AFL-CIO Maritime Trades Department (MTD) convention in October, U.S. Air Force General Walter Kross, who heads the military's logistics operations, specifically listed the Jones Act among the key maritime programs needed by the U.S. armed forces to ensure its sealift capability.

His remarks were enforced by the second in command at TRANSCOM, U.S. Army Lieutenant General Roger G. Thompson Jr., during an address

at the U.S. Propeller Club convention in Savannah, Ga. He dubbed the nation's freight cabotage law "a win-win package for our country."

At the same time these remarks were made, the University of Hawaii released a report showing residents of the Aloha State would be spending more annually if the Jones Act is repealed.

Lawrence Boyd, a labor economist with the university's Center for Labor Education and Research, reviewed the numbers being offered by Jones Act opponents and discovered "serious errors that drastically alter their results."

Professor Boyd claimed the opponents of the law "triple-counted" their figures in order to say the state is losing money because of the Jones Act. Instead, he estimates the additional annual cost that would be paid for products by each Hawaiian if the law is gutted would amount to between "\$611 and \$3,563."

Meanwhile, the Senate still is considering two measures designed to alter the Passenger Vessel Services Act.

Following an original hearing on October 21 during which MTD Executive Secretary-Treasurer Frank Pecquex spoke against both bills, no further action has been announced for the Cruise Ships Visiting Alaska Act (S. 668) and the United States Cruise Tourism Act (S. 803).

S. 668 deals only with the Alaskan trade, while S. 803 calls for the opening of the U.S. deep sea shoreline to allow foreign-flag cruise ships to carry passengers from one domestic port to another.

As Congress meets over a two-year period, any bills offered during 1997 are still eligible for consideration during 1998. However, if final passage of any bill is not achieved by the time Congress adjourns at the end of 1998, new legislation must be offered when the newly elected Congress is seated in 1999.

# FTC Upholds 'Made in USA' Standard

## Ruling Follows Coalition's Effort To Preserve Label's Integrity

Thanks to an intensive grass-roots campaign waged by the Made in USA Coalition, the Federal Trade Commission (FTC) has withdrawn its proposal to severely weaken the standard for use of the "Made in USA" label on products and in advertising.

The Made in USA Coalition, a group of 22 international unions (including the SIU), 70 national consumer groups, 24 state labor federations, agriculture organizations and businesses, was formed in response to the FTC's proposal to relax the 50-year-old rule.

On December 1, the FTC voted 4-0 to maintain standards that require "all or virtually all" of a product be made domestically before it may bear the Made in USA label.

Early last year, the FTC announced a plan to water-down the standard for use of this label to allow products made with 25 percent or more foreign labor and materials to be labeled "Made in the USA." Even products assembled in the U.S. entirely with foreign materials and foreign components would have qualified for the label under the commission's proposal.

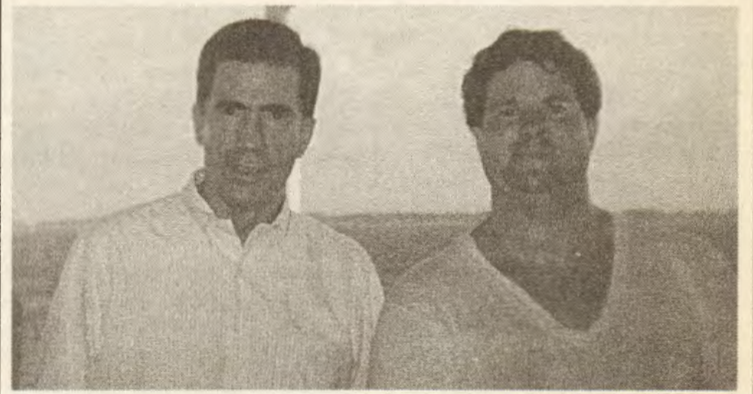
After announcing their plan in May, the FTC asked for public comment. In reporting its decision last month, the agency said it had received more than 1,000 written comments, the vast majority of which "strongly supported" the retention of the "all or virtually all" Made-in-USA standard.

what it heard."

The proposed change also received strong opposition on Capitol Hill. A majority of the House of Representatives, 226 members, had signed on as sponsors of a resolution calling for the retention of the "all or virtually all" standard. Additionally, 25 Senate members, including Majority Leader Trent Lott (R-Miss.) and Minority Leader Tom Daschle (D-S.D.) sponsored a companion measure.

"When consumers see a 'Made in the USA' label, they expect and want it to mean just that," concluded Jodie Bernstein of the Consumer Protection Bureau, a division of the FTC.

## Senatorial Visit Aboard Hauge



Two Seafarers from Virginia recently enjoyed a surprise shipboard visit by the Democratic senator from the commonwealth, Charles Robb. ABs Andre Bennett (pictured above right, with Senator Robb) and Frank Marchione said the senator boarded the prepositioning ship *Cpl. Louis J. Hauge Jr.* as part of a fact-finding tour of Diego Garcia. "He was very pleased upon reviewing the cargo assets on board," noted Bennett, who sent this photo to the *Seafarers LOG*. "AB Marchione and I both thanked Senator Robb for his support of the Maritime Security Program and his continued support of the Jones Act. As he departed the *Hauge*, Senator Robb said his visit aboard the ship was the highlight of his trip."

# U.S. Flag Raised Above APL Singapore

SIU members seized new shipboard employment opportunities last month when the *APL Singapore* reflagged under the Stars and Stripes in Seattle.

The C-11 class containership is the first of four APL vessels slated to replace the Marshall Islands' flag with that of the United States. The others—the *APL Korea*, *APL Philippines* and *APL Thailand*—were scheduled to reflag sometime between the end of last month and mid-January.

All four vessels are crewed in the unlicensed departments by members of the SIU (steward), Sailors' Union of the Pacific

(deck) and Marine Firemen's Union (engine). The ships will be part of the U.S. Maritime Security Program (MSP).

"This is a welcome addition that means more jobs for Seafarers," said SIU President Michael Sacco. "It's positive news for the membership and it strengthens the national security."

Acting U.S. Maritime Administrator John Graykowski also welcomed the APL ships, which will be operated by American Ship Management of Walnut Creek, Calif. "Along with three sister ships which soon will join her in sailing under the American flag with American crews, the

*Singapore* will help us fulfill our commitment to meet the nation's economic and sealift defense requirements," he remarked.

Each of the vessels is approximately 900 feet long and can carry about 4,800 20-foot containers. The ships were constructed within the last three years.

In announcing the reflagging, the Maritime Administration noted it had selected the vessels for the MSP "based on military utility, intermodal system capacity, commercial transportation resources, diversity of trading patterns, operator experience, and vessel size and type."



Welcoming the addition of new jobs for Seafarers aboard the *APL Singapore* are (from left) GSU Carlos Boiser, Chief Cook Danny Guerrero, Chief Cook Aristide Langlois, Steward/Baker Roger Linasan and SIU Vice President West Coast George McCartney.



The name stays the same, but the *APL Singapore's* port of registry changed last month from the Marshall Islands to Oakland, Calif. Crewed by SIU members in the steward department, the U.S.-flag ship is enrolled in the Maritime Security Program.

## Union, Companies Review STCW August 1 Deadline Looms for Section 2 of TRB



Chris Young (standing at right), U.S. Coast Guard information specialist, answers questions about the 1995 STCW amendments during a meeting last month at SIU headquarters.

Representatives of SIU-contracted companies, the PAU Hall Center for Maritime Training and Education, the U.S. Coast Guard and the union met last month at Seafarers headquarters in Camp Springs, Md. to review the latest developments regarding the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW).

The day-long session focused on new training requirements, the phase-in schedule for additional rules, use of the SIU's Coast Guard-accepted training record book (TRB) and more.

Participants also analyzed the Coast Guard's interim rule that implements the STCW amendments, and discussed possible recommendations for changes in the final rule. (The SIU submitted comments to the agency before the December 23 deadline.)

STCW is an international treaty signed in 1978 that sets minimum standards for certification, training and skills needed by deep-sea mariners worldwide and also is significantly impacting rules governing inland and Great Lakes mariners. The convention was updated in 1995, with more than 100 nations, including the

U.S., signing onto the pact.

Besides the fact that it is voluminous, its implementation is fairly complicated for several other reasons. The original 1978 agreement wasn't fully enacted until 1996—but, by that time, countries already were preparing to rewrite their respective regulations to comply with the 1995 amendments.

The '95 changes started taking effect in February 1997. Two other key dates are August 1, 1998, by which time mariners entering the industry must meet all requirements from the 1995 amendments; and February 1, 2002, by which time the '95 amendments fully take effect and the 1978 convention is off the books.

Moreover, more than 100 countries must establish regulations enacting (and enforcing) the amendments.

"By no means is it a simple assignment, which is one reason we held this meeting," noted Bill Eglinton, director of vocational education at the Hall Center and a frequent participant in international forums leading to the adoption of the 1995 amendments.

Eglinton chaired last month's session, which, he pointed out, stemmed from a joint meeting

*Continued on page 4*

## MarAd Praises SIU-Crewed RO/ROs RRF Ships Recognized for Readiness Rates

Two SIU-crewed vessels last month were honored in Baltimore by the U.S. Maritime Administration (MarAd) for their performances during extended overseas missions dating from 1994.

The *Cape Washington* and *Cape Wrath*, both part of the Ready Reserve Force (RRF), received MarAd's Professional Ship Awards, presented by acting U.S. Maritime Administrator John Graykowski.

While the crewmembers, companies and government entities involved in successfully operating the two roll-on/roll-off (RO/RO) ships received full credit, many of the speakers also pointed to the *Cape Washington* and *Cape Wrath* as prime examples of the RRF's overall importance and reliability.

"This award is a testimony to the RRF managers, a credit to the Military Sealift Command (MSC) and a shining star for the folks who crew our ships," said Graykowski during the ceremony aboard the *Cape Wrath*—attended by approximately 300 people, including children and teachers from two local elementary schools. "The crews' performance clearly exceeded the already high standards we expect and receive from the RRF."

"Maritime is an industry without which I don't believe our country could survive," he continued. "You look at the Persian Gulf War, at the missions in Somalia, Haiti, Bosnia and elsewhere. Our sons and daughters will be on those missions in the future. None of those jobs will be easy, but without the RRF, our sons and daughters will not be as secure. That's another reason why it's important for all of us to be advocates of the U.S.-flag merchant marine."

Rear Admiral John J. Bepko, deputy commander of MSC, which operates the RRF ships for MarAd during call-ups, supported Graykowski's position.

"The RRF will continue to be absolutely essential to national defense. Remember, during war, 95 percent of defense cargo goes by sea," Bepko pointed out.

Other featured speakers included former U.S. Rep. Helen Bentley, a longtime advocate of the U.S.-flag fleet; Leland Bishop, president of American

Overseas Marine Corp. (AMSEA), which operates the *Cape Washington* and *Cape Wrath* for MSC; M. Nuns Jain, director of MarAd's South Atlantic region; William F. Martin, MarAd's ship operations and maintenance officer for the South Atlantic region; and Tay Yoshitani, executive director of the Maryland Port Administration.

Seafarers and licensed mariners currently comprising the reduced operating status (ROS) crews of the vessels, some of whom sailed during the extended missions, accepted the awards on behalf of the full crews. SIU members and officials also were in the audience.

"Both crews obviously did a great job and deserve this recognition," SIU President Michael Sacco stated when MarAd informed the union about the awards. "Our union joins with the Maritime Administration in commending the SIU members and other mariners who kept these vessels at peak readiness throughout very long deployments."

"This also is a credit to the Ready Reserve Force program as a whole."

### Constant Readiness

As reported in the December issue of the *Seafarers LOG*, the *Cape Washington* maintained a 99.5 percent readiness rate during the 1,184 consecutive days of its prepositioning mission in Guam and the Persian Gulf. This means the vessel was fully operational



Acting U.S. Maritime Administrator John Graykowski says the Ready Reserve Force is "another reason why it's important for all of us to be advocates of the U.S.-flag merchant marine."

for all but 6.5 of those days.

Similarly, the *Cape Wrath* maintained a 99.8 percent readiness rate, as it was operational for all but 1.5 of the 981 consecutive days of its mission.

"Both ships were on time and on budget, with as much as we needed for as long as we needed it," summarized Graykowski.

The RRF consists of 96 ships owned by MarAd and maintained in a reserve status for use by the Defense Department when needed. The vessels typically have brief activation periods, yet often meet their respective deadlines with room to spare.

The *Cape Washington* and *Cape Wrath*, for instance, have four-day activation periods, meaning they must be fully crewed and ready to sail no later than four days after receiving activation notices from MarAd.



During a shipboard ceremony last month, Seafarers were commended by the U.S. Maritime Administration for their roles in two lengthy prepositioning missions. Joining the commemoration aboard the *Cape Wrath* are (from left) Boson Michael Proveaux, SIU Vice President Contracts Augie Tellez, QMED Chuck Wharton and DEU Rich Allen.

# Washington Implements Strict Tanker Regulations

In an effort to protect state waters and the marine environment from oil spills, the Washington Department of Ecology requires all crewmembers sailing aboard tank vessels in Washington state waters to comply with stringent regulations that go beyond federal maritime laws covering training and evaluation, work rules and drug and alcohol policies.

In order to transport oil in state waters, operators of tank vessels must file an "oil spill prevention plan" and comply with the provisions issued by the department of ecology.

The prevention plan must prove that the tank vessel meets

certain standards regarding operation, crew, management, technology and information reporting.

Such a prevention plan for a tank vessel must contain policies, procedures and practices that describe a program for evaluating members of the vessel's crew. The program also must include an evaluation committee headed by the vessel master to monitor the fitness-for-duty of all crewmembers. Any crewmember who is determined to be unfit for duty shall be immediately relieved.

Additionally, any crewmember serving more than six months on vessels covered by the prevention plan will undergo a performance review at least annually. This

review must provide a job-performance evaluation and identify any training needed to ensure that the individual can safely and effectively perform his or her assigned duties.

"In talks with SIU-contracted tanker operators, the union made sure that unlicensed crewmembers will have an active role in the performance review," noted SIU Vice President Contracts Augie Tellez. "To ensure fairness in the process, the ship's committee will be part of the evaluation panel."

The state requires operators to document a comprehensive safety program for all vessels in their respective fleets. Operators also must maintain thorough and accurate training records for all personnel assigned to the vessel covered by a prevention plan.

Each vessel entering Washington waters must keep a record of shipboard drills. A fire drill must be conducted weekly and an abandon-ship drill must be conducted monthly. Each quarter, crewmembers must participate in drills on oil spill response, emergency steering, loss of propulsion, loss of electrical power, emergency towing and man overboard.

The regulations also state that the owner or operator of a tank vessel must have policies—consistent with state law—that ensure a person neither consumes nor is under the influence of alcohol or illicit drugs on a tank vessel sailing in state waters. The operator must have a testing program in place for alcohol and drug use that is similar to existing federal regulations.

Additionally, any crewmember sailing aboard a vessel into Washington state waters can be tested for drug or alcohol use if there is "reasonable cause to believe the person is under the

influence." Furthermore, all personnel will be randomly chemically tested for the use of drugs or alcohol, the regulations state.

Any navigation or engineering watchstander who remains employed aboard a tank vessel after testing positive more than once during the previous 12 months for drug or alcohol use must be reported by the company to state officials. This mariner can only return to employment aboard a vessel operating in Washington waters if he or she has undergone drug and alcohol screening and a medical professional certifies that the individual is drug and alcohol free.

All operators of vessels that transport petroleum must file and obtain approval of an oil spill prevention plan in order to operate in state waters. If operators do not submit a plan or refuse to comply

with the regulations, the vessel and operator can be banned from Washington waters.

The waters of Washington include the territorial waters of the Pacific Ocean, the Puget Sound and the Strait of Juan de Fuca. Many tank vessels call on Canadian oil facilities along Puget Sound or navigate the Columbia River to reach ports in Oregon.

The regulations were challenged by the maritime industry in a lawsuit filed against Washington in 1995. However, in November 1996, a U.S. district judge concluded that the Washington oil spill prevention statutes and regulations were constitutionally valid and legitimately protected the state's marine resources. In an effort to overturn that decision, the industry has filed an appeal.

## STCW Amendments Reviewed

Continued from page 3

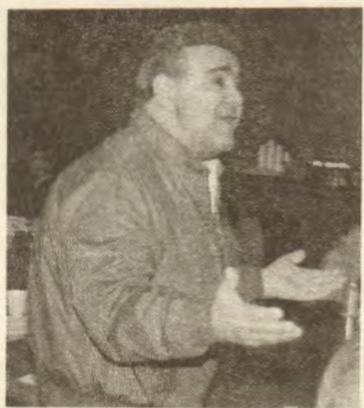
earlier in 1997 of the school's deep sea and inland advisory boards.

Participants also heard from Chris Young, an information specialist at the Coast Guard who extensively took part in the international meetings leading to ratification of the amendments.

### Key Deadline

One important deadline discussed at the meeting is August 1, 1998. From that date forward, the new requirements for approved training and practical demonstration of competencies will apply.

"Because the interim rule puts a quality standards system (QSS) in place after August 1 (used to regulate training and demonstration of shipboard competencies under STCW), it is strongly recommended that Seafarers possessing a TRB have section 2 of the book completed before that deadline," noted Eglinton. "Any licensed officer of 200 gross tons or more can make assessments to the competencies and tables for basic safety training without having to be under a QSS. Therefore, SIU members who have a TRB can have the officer sign off on the competencies in section 2. Once finished, they can have their STCW certificates updated by the Coast Guard to show they meet these requirements, and the updated certificate will be valid



SIU President Michael Sacco welcomes participants to the STCW session.

for five years."

Guidelines for completing section 2 (which pertains to basic safety training) are published in the TRB.

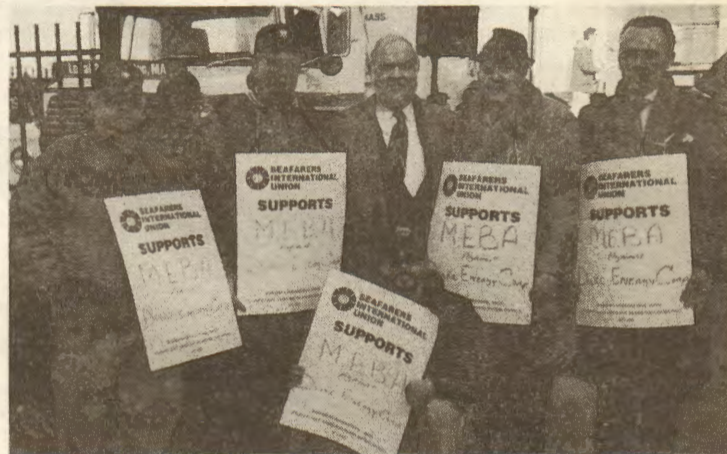
Eglinton emphasized that the August 1 deadline applies to how a mariner verifies fulfillment of the section 2 requirements. "It will be less complicated to do it before August 1. After that, mariners will need either documentation of having successfully completed Coast Guard-approved basic safety training or have the competencies assessed under a QSS, in order to complete that section," he explained. "Without that documentation, after August 1 they are not permitted to be assigned certain shipboard duties" including pollution-prevention assignments.

## SIU Marches to Improve N.J. Communities



With a common goal of improving the communities in Hudson County, N.J., more than 500 residents recently participated in a parade billed as the Labor and Church March. The fifth annual event took place in Jersey City, N.J. SIU official Ed Pulver (front row, second from right), who also is president of the Hudson County Central Labor Council, was one of the featured speakers. "It's sponsored by the labor movement and the Catholic church, but all religions are invited," noted Pulver. "The Filipino and Hispanic communities heavily participated along with other citizens. The idea is to strengthen our relationship so our communities will prosper."

## Protesting Unsafe Reflagging



Seafarers last month joined hundreds of fellow trade unionists in protesting the reflagging of two U.S.-flag natural gas tankers to the Bahamian registry. In a vociferous demonstration outside the Coast Guard's Boston marine safety office, about 250 protesters declared the reflagging by North Carolina-based Duke Energy Corp—in which U.S. mariners were replaced by smaller, inexperienced Croatian crews unqualified to carry such volatile cargoes—as an unsafe move. The Croatians are being paid approximately one-fourth the amount paid to the U.S. crews. U.S. Rep. Joseph Moakley (D-Mass.) said Duke is "gambling with the health and safety of everyone in the Boston area to save what amounts to pennies in the scope of their operation." Among those demonstrating against the reflagging are (from left) Chief Cook Manuel Taria, SIU New Bedford (Mass.) Port Agent Henri Francois, Rep. Moakley, retired SIU official Mike Orlando, Steward John Costa and (kneeling) AB Eugenio de Sousa.

## Philadelphia Shipyard Deal Settled

### Work to Reopen Facility Scheduled to Begin in September

The final "t's" have been crossed and "i's" dotted in order to begin transforming the mothballed Philadelphia Naval Yard into a commercial shipbuilding facility.

Pennsylvania Gov. Tom Ridge announced on December 17 that the transformation could begin as early as September 1998, according to the Congressional Information Bureau. The facility, which will be renamed Kvaerner Philadelphia Shipyard, Inc., is expected to create between 6,000 to 8,000 new jobs in the southeastern Pennsylvania region during the next five years.

Since the announcement carried in the November 1997 *Seafarers LOG* that a tentative agreement had been reached by the commonwealth and Kvaerner ASA of Norway to reopen the yard, additional funding sources have come on line from private and public parties. Kvaerner itself committed \$165 million over 15 years to the project and agreed to buy the first three containerships built in the yard.

Once the other financial considerations were locked up, Vice President Al Gore stated as much as \$80 million in federal funds would be made available. Included in that total is \$30 million from the Department of Labor to help in training, transportation assistance, day care and other matters. The remaining \$50 million will come from Defense Department funds to assist the reopening and revitalization of the yard.

Noting the yard had stood vacant for two years, the vice president declared, "Today, we're chasing away those cobwebs and launching what will be a thriving, state-of-the-art shipyard with new jobs for

this city and new hope for America's shipbuilding industry."

Gov. Ridge added, "This agreement sends a strong message to the rest of the world. It says that commercial shipbuilding is back in the United States."

### Public-Private Financing

With the announcement by Gore, the total public financing for the deal is \$399 million. It includes dollars from the commonwealth, the city of Philadelphia, the Delaware River Port Authority and federal sources.

Among the private sector companies involved in financing the agreement is CSX, which owns SIU-contracted Sea-Land Service. CSX Chairman John Snow called the arrangement "a forward-looking agreement with Kvaerner [offering] Jones Act carriers and customers an opportunity to move a whole new technology base."

SIU President Michael Sacco also praised the efforts undertaken to reopen the shipyard.

"This will provide jobs for many men and women in the maritime industry," stated Sacco, who also serves as president of the AFL-CIO Maritime Trades Department. "We look forward to working with the operators of the new shipyard so union members will be able to build and then sail these new vessels."

Kvaerner said it plans to build nine containerships, but ultimately wants to produce cruise ships at the facility. The company has shipyards throughout Europe producing luxury cruise liners, LNG carriers, oil-drilling rigs and support vessels.

## Latest Scene in Runaway Scam:

# 'Slave' Mariners Illegally Handcuffed

## Captain, Others Escorted to Airport for Protesting Company Actions

A newspaper reporter likened it to kidnapping.

An inspector with the International Transport Workers Federation (ITF) described it as "slavery."

Runaway-flag shipping strikes again.

In separate incidents last September, three crewmembers from the Bahamian-flag, U.S.-owned gambling ship *Tropicana* unjustifiably and illegally were handcuffed, taken to JFK Airport in New York and placed on flights out of the country.

Fifteen other members of the multinational crew were fired and ordered off the ship—owned by South Carolina-based Collins Entertainment Corp.—without receiving the prepaid air tickets owed to them. (The crew numbered 79 and consisted of 24 nationalities.)

### Refusing Pay Cuts

One mariner, 32-year-old Mark O'Dean of Guyana, was fired because he refused to accept a pay cut that violated Bahamian labor law. Despite a shipboard contract, O'Dean was ordered to go from earning \$800 per month to \$400.

As with the firings, the unilateral pay cuts ostensibly were declared in part because of a delay in securing a license for the *Tropicana* to operate from New York. (The 31-year-old ship can carry 800 passengers and engages in cruise-to-nowhere gambling voyages. Because of U.S. laws and administrative rulings, foreign-flag ships departing from U.S. ports must sail beyond U.S. territorial waters and return to the same port to discharge passengers—a practice known as cruises-to-nowhere.)

While O'Dean awaited payment of back wages and one month's compensation (owed to him per Bahamian law), company president Fred Collins reportedly hired a private detective. The investigator boarded the ship, cuffed O'Dean and fulfilled Collins' demand to take him to the airport.

By all accounts, O'Dean fully

cooperated because he believed the private detective was a police officer.

It is illegal for private detectives to handcuff anyone.

"This is real slavery, illegal tactics like something from another century," said Spiro Varras, one of the SIU's ITF inspectors, who monitors complaints and upgrades conditions on flag-of-convenience ships in New York and New Jersey.

The *Tropicana's* captain, Tonci Matulina, protested O'Dean's treatment by signing off the ship. He then was illegally led away in handcuffs at 1:30 a.m., taken to the airport and placed on a flight to Croatia.

A reporter for the *Journal of Commerce* pointed out that these incidents occurred near the Statue of Liberty, and described them as "a trampling of human rights."

Following ITF intervention and peaceful protests by the SIU on the crewmembers' behalf (see sidebar), New York police met with ship managers to investigate the handcuffing incidents. The examination apparently was short-lived, however, perhaps in part because the offended parties were out of the country.

### ITF Learns of Situation

Varras first learned of the situation when Jose Larrea, a waiter from Peru, telephoned him September 3 from the airport. Like O'Dean, Larrea had been fired and handcuffed after refusing to accept a pay cut. (Varras went to the airport but could not find Larrea.)

After contacting the other crewmembers, Varras discovered that half of them had been fired and escorted to airports because of the licensing delay, and several others were dismissed and forced off the ship (though not in restraints) for refusing pay cuts.

The ITF inspector also found that safety routinely had been compromised aboard the *Tropicana*. For instance, one crewmember required hospitalization after sustaining injuries while working as an electrician—a position he was forced into by

the company, even though he had no qualifications for the job and had been working in a different department. Another, OS Fernando Rodriguez Guillen, lost an eye from infection, and received medical attention only because of ITF intervention.

"It also must be made clear that the crewmembers who remained, just because they stayed doesn't mean they like the situation," added Varras. "But they don't have another job lined up and so they feel they have no choice."

Such is the case in the world of runaway-flag shipping, where an owner typically insulates

himself from liability and turns a quick profit at the expense of the crew, environment and customers, be they passengers or business entities. This scam is accomplished by involving multiple parties from different nations.

For example, a vessel may be owned by a Korean company, registered in Panama, use an Indonesian manning agent and hire crewmembers from any number of other countries, which usually do not have a traditional maritime background.

The purpose of this practice is for greedy shipowners to escape the safety regulations, proce-

dures, inspections, tax laws and higher wages of traditional maritime nations.

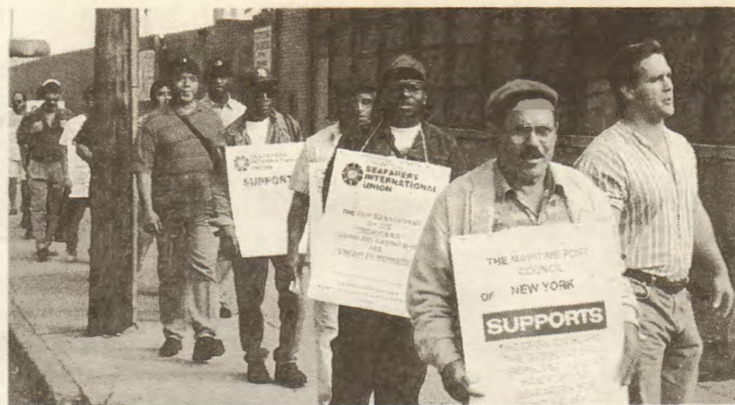
Responding to this widespread problem, the London-based ITF is engaged in a campaign against runaway-flag shipping, also known as flag-of-convenience shipping. The organization has 100 inspectors in 40 nations assisting in this fight.

Overall, the ITF comprises more than 470 transport-related unions, including the SIU, in more than 120 nations. SIU Executive Vice President John Fay is chairman of the ITF's Seafarers Section.

## SIU Protests Virtual Kidnapping of Foreigners



Upon learning of the mistreatment of mariners aboard the Bahamian-flag gambling ship *Tropicana*, Seafarers (in photos above and below) protested the wrongdoing and helped inform the multinational crew that they had recourse against such abuse.



New York-area Seafarers picketed the *Tropicana* from early morning until evening September 16-19.

Other maritime unions also participated in the protest, designed to call attention to the plight of mariners aboard the runaway-flag gambling ship and also to inform the crewmembers they had recourse against illegal treatment.

Seafarers demonstrated along the pier and also crewed a picket boat.

"It was very worthwhile," said SIU Representative Spiro Varras, an inspector with the International Transport Workers Federation (ITF) who helped organize the rallies. "The local authorities are alerted now to this situation, the shipowner also knows it, and the mariners realize they don't have to accept slave treatment. Before, the mariners didn't know they could do anything" in response.

SIU Representative Sean Ryan, who took part in the pickets, pointed out that the *Tropicana* case drew media coverage. "Hopefully, our message helped show the public how badly mariners are treated on flag-of-convenience vessels," he stated.

## Banner Shipping Season Sets on Great Lakes

The 1997 season is winding down for Seafarers aboard Great Lakes vessels after another record-breaking year of transporting iron ore, coal, stone and other commodities throughout the region. Many SIU-contracted companies have set winter layup locations and are considering tentative layup dates for the vessels.

American Steamship Company (ASC) announced that all of its SIU-crewed bulkers will be docked in their respective winter ports by early January.

The *Indiana Harbor* and *H. Lee White* will tie up for the winter in Duluth, Minn. while the *Walter J. McCarthy* and the *John J. Boland* are scheduled to lay up in Superior, Wis. Toledo, Ohio will be the winter berthing spot for the *St. Clair*, *American Mariner*, *American Republic* and *Buffalo*. The *Sam Laud* and *Charles E. Wilson* will sail to Sturgeon Bay, Wis. for the winter months.

Meanwhile, the Great Lakes shipping season officially ends January 15, the date the Soo Locks in Sault Ste. Marie, Mich. close. The shutting of the locks brings the majority of shipping on the Lakes to a halt, since the locks are the only entrance into Lake Superior from the lower four bodies of water.

Erie Sand Steamship Company, which operates the SIU-crewed *Richard Reiss*, *John R. Emery*, *Day Peckinpaugh* and *J.S. St. John*, will announce offi-

cial layup dates within the first weeks of this month. The *John R. Emery* will lay up in Sandusky, Ohio and the *Richard Reiss* will stay the winter in Erie, Pa. Winter ports and official layup dates for the remaining Erie Sand Steamship Co. vessels will be determined by the company early this month.

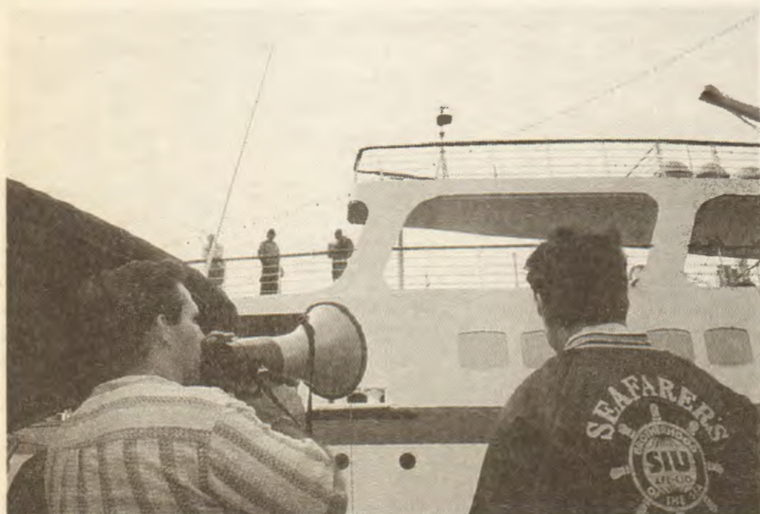
As the *Seafarers LOG* went to press, other SIU-crewed vessels had already tied up for the winter.

Seafarers sailed Cement Transit Company's *Medusa Conquest* into the port of Chicago late last month. Also at the end of December, the *Medusa Challenger* arrived in Milwaukee.

The SIU-crewed *Kinsman Enterprise* sailed to Buffalo, N.Y. on December 13.

Inland Lakes Management reports the *Paul H. Townsend* was scheduled for layup in the port of Milwaukee on December 31. The *J.A.W. Iglehart* is tentatively due in the port of Detroit on January 2 while the *Alpena* is set to arrive in Cleveland for the winter on January 11.

According to the Lake Carriers' Association, an organization of U.S.-flag ship companies on the Great Lakes, shipments of iron ore, coal and stone from Great Lakes ports were 119.2 million tons through October, an increase of 7.4 percent. That figure (without the November, December and January shipments) has already surpassed the post-recession record of 117 million tons which was set in 1996.



SIU Patrolman Sean Ryan (with bullhorn) and ITF Inspector Spiro Varras ride a picket boat to communicate with *Tropicana* crewmembers.

# Seafarers Continue Training on American Queen



Above: Posing for a photo following a class in infant and child CPR aboard the *American Queen* are (from left) Chief Purser Karen Littlewood, Executive Chef Hung Pham, Bar Steward Barney D'Angelo and Instructor Stormie Combs.

Left: Crewmembers prepare for a U.S. Coast Guard firefighting drill aboard the *American Queen*.



Above: During damage control training aboard the *American Queen*, crewmembers construct wooden patches to cover ruptures in the boat's hull. From the left are Deckhand Bryan Johnson, Deckhand Kenya Lewis, Engineer Randy Dominique and Deckhand Mike Ward.



Above: After completion of an American Red Cross first aid course, *American Queen* crewmembers proudly display their certification cards. From the left (sitting) are Deckhand David McKnight, Watchman Dawnd Yamini, Watchman Harold Thornton, (standing) Instructor Stormie Combs, Purser Linda Engler, Purser John Schuler, Supervisor Tammy White, Deckhand Hunter Smith and Deckhand Vincent Bradford.



Above: The *American Queen* emergency squad includes (from left) Second Mate Mike Swigert, Deckhand Mark Ward, Watchman Harold Thornton, Lead Deckhand Greg Pratt, Deckhand David McKnight, Deckhand Hunter Smith, Captain Dave Davitt, Deckhand Leonard Price, Lead Deckhand David Hardesty, and First Mate Steve Setser.



Sharon Logiudice, a housekeeper aboard the vessel, practices using a fire hose.



Lead Deckhand David Hardesty practices using a dry-chemical extinguisher to put out a fire while the *American Queen* docks in Natchez, Miss. Also pictured are Deckhands Leonard Price (left) and Vincent Bradford.



Learning how to snuff out small fires is important on any vessel. Above, Porter Jerome Jackson handles a fire extinguisher during a drill.

From refreshing basic firefighting skills to learning CPR and first aid certificates, SIU members who sail aboard The Delta Queen Steamboat Co.'s 418-foot overnight passenger vessel, the *American Queen*, joined instructors from the Paul Hall Center for Maritime Training and Education in successfully completing another series of on-site safety courses last year.

Instructors Stormie Combs and Rick Redman conducted training sessions with the Seafarers beginning in February and ending in November. Safety training also took place throughout this year on the other SIU-crewed company steamboats, the *Delta Queen* and *Mississippi Queen*.

The 1997 sessions aboard the *American Queen* included infant, child and adult CPR as well as advanced first aid procedures. Other segments helped members learn how to identify and contain hazardous materials; water survival and rescue; confined space safety; basic and advanced firefighting; and more.

All crewmembers aboard the vessel took part in the training, which included classroom and hands-on instruction. During the year, individual members received up to 230 hours of training.

(Due to the complexity of their duties, the emergency squad, comprised of the master, two pilots, chief mate, third mate and deck crew, received the most training.)

"The crewmembers are proud of how safe their boat is," noted Combs. "They really work hard and get all that they can from our training."

The first sessions of the year covered CPR and first aid. Crewmembers earned certification or recertification by passing practical and written tests.

"This type of emergency training is vital to crewmembers aboard a passenger vessel," Combs recalled. "They must be prepared to treat the individual for a specific length of time until shoreside medical personnel can be accessed. This length of time can vary, depending on where the boat is."

Members also studied chemical safety, how to report and identify emergencies and how to care for someone until the shipboard emergency squad arrives.

The next trip to the *American Queen* by Hall Center instructors focused on damage control. Crewmembers made wooden patches to cover ruptures in various parts of the boat's hull. Additionally, crewmembers practiced using life

rafts to shuttle other members (acting as passengers) from the boats to shore. They loaded and unloaded passengers and practiced evacuating passengers from the vessel in the event of an actual emergency.

The final training segment aboard the paddlewheeler covered firefighting and general safety. During this section, Seafarers used fire hoses and learned the methods and agents of different types of fire extinguishers.

The crew took part in drills simulating conditions of a shipboard fire and studied the behavior, prevention and chemistry of fires. Crewmembers also were instructed on how to use, clean and store a self-contained breathing apparatus.

As has happened during previous training sessions, passengers cruising on the steamboat became the audience, stopping to watch the crewmembers in action.

"The passengers seemed to enjoy witnessing the training," stated Combs. "One individual was a firefighter and took pictures of the crew during the training to show others when she got home. Seeing all of the safety training offered to *American Queen* crewmembers helps the guests feel that if something were to go wrong during their trip, they are in the safest hands available," he added.

The *American Queen* offers three- to 16-night cruises departing from New Orleans, Memphis, Tenn., St. Louis, St. Paul, Minn., Chattanooga, Tenn., Cincinnati and Pittsburgh. At six decks high, the *American Queen* is the largest overnight passenger vessel built in a U.S. shipyard since the 1950s. It can accommodate 436 passengers and a crew of 170.

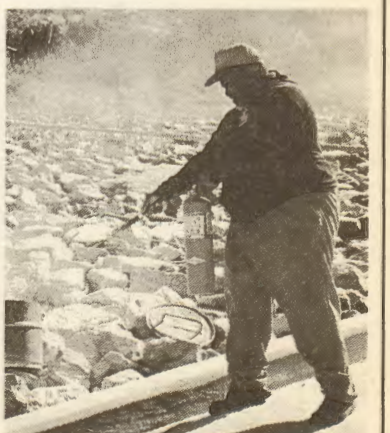
The vessel is outfitted with a 1,400-horsepower steam engine that powers a pair of pistons to drive the paddlewheel. Supplementing that power are two modern diesel-electric systems and twin bow thrusters that bring the total horsepower to 3,500.

The boat also includes surface-search radar, elevators, electronic fire-detection equipment, a computer that monitors 275 points in the steam propulsion system, an electro-hydraulic mechanism that can lower the pilothouse and more.

Founded in 1890, The Delta Queen Steamboat Co. is America's only operator of authentic overnight paddlewheel steamboats. With headquarters in New Orleans, the company offers cruises along the Mississippi, Ohio, Cumberland, Tennessee, Atchafalaya and Arkansas rivers.



Testing one of the *American Queen's* fire hoses are (from left) housekeeping crewmembers Jude Vaughn, Tony Brennefeld and Mike Clarke.



Deckhand Bryan Johnson uses a dry-chemical fire extinguisher during a practical training session held in Natchez, Miss.

# Hundreds Gather to Give Thanks At San Francisco's Annual Feast

The SIU hall in San Francisco was the place to be on Tuesday, November 25, as 250 Seafarers, pensioners and their families and friends joined in the Thanksgiving Day festivities.

This is the eighth year the luncheon has been held, and each year it seems to get better, according to San Francisco Port Agent Nick Celona.

First, of course, there was the food. Several weeks of voluntary preparation by Seafarers and union representatives went into ensuring a delicious feast.



Enjoying the holiday meal are AB Earl Hall and his wife.

Eighteen turkeys, nine 15-pound hams, stuffing, mashed potatoes and gravy, sweet potatoes, cranberry sauce and numerous other vegetables rounded out the traditional holiday repast. New this year, to the delight of the guests, was the inclusion of salmon and shrimp cocktail on the menu. For dessert, Italian pastries supplemented the usual assortment of homemade pies—apple, pumpkin and pecan.

Then there were the guests. San Francisco Mayor Willie Brown was among those enjoying the lively afternoon. Also joining Seafarers for the festivities were representatives from other labor unions, including the Marine Firemen's Union, MEBA-District 1, Inland Boatman's Union, American Maritime Officers, Masters Mates and Pilots, and the United Food and Commercial Workers. Other invited friends included retired SIU Executive Vice President Ed Turner as well as

several San Francisco government officials and local representatives from contracted shipping companies.

Celona thanked SIU-contracted companies Matson, Sea-Land and APL for donating food for the celebration and Alioto's Restaurant for cooking the turkeys.

"This celebration has gotten to be a real community event," the SIU official noted, as he welcomed the guests and gave thanks for the good year.



A lot of effort went into making the 8th annual Thanksgiving Day luncheon a success. Instrumental in the food preparation are (from left) Chief Cook Burt Richardson, Chief Steward Eddie Gomez, Chief Steward Willie Madison, Chief Steward Steve Valencia and Chief Cook John Blasquez.



A friend of labor, San Francisco Mayor Willie Brown (front row holding book) is welcomed by Seafarers. In the front row, shaking the mayor's hand, is Chief Steward Joseph Williams. Next to him is Steward Assistant Nunu Randle. In the back row (from the left) are Chief Cook Donald Garrison, AB Willie Alututa, Steward Assistant Clifford Scott and Pensioner Pat Capitio.



Joining in the Thanksgiving holiday festivities are three good friends of the SIU. From the left are Frances Farruggia; her son, Charlie Farruggia; and Lillian A. Daldassari.



Above: More than 250 people attended the holiday buffet luncheon, filling the San Francisco hall with good food, friendship and laughter.



Right: San Francisco Port Agent Nick Celona welcomes guests to the festivities. With him are San Francisco Mayor Willie Brown (left) and SIU Vice President West Coast George McCartney.



Celebrating the holiday with old friends are (from left) Theresa Madesti; retired Teamster member Rudy Themm; Betty Turner (wife of retired SIU Executive Vice President Ed Turner); retired SIU official Mel Madesti and Walter Chin, a friend of the union.

## SIU Baby Bond Program Still Going Strong

The SIU Baby Bond Program is entering its 46th year of providing union-member parents with a special gift upon the birth of a child.

As has been done since the benefit began in 1952, union members receive from the SIU a U.S. savings bond in the name of the newborn. The \$50 bond is issued after confirmation of the birth is sent to the union and processed.

An application for the bond may be obtained at any SIU hall or by writing the secretary-treasurer's office at the Seafarers International Union, 5201 Auth Way, Camp Springs, MD 20746. Applications also are mailed by the union when it is notified by the Seafarers Welfare Plan that a maternity payment has been filed.

Information needed for the application includes the member's name, address and Social Security number as well as the baby's name, date of birth and social security number. (In order for a savings bond to be issued, the Federal Reserve Bank requires the Social Security number of the recipient.) Members also need to send a copy of the child's birth certificate with the application for a bond.

Applications are collected by the union and taken monthly to the Federal Reserve Bank. It takes several months for the bank to return the bonds to the union. Once they are received, the bonds, along with a letter from the SIU president, are mailed to the member's house.

## Holiday Spirit in Houston



Seafarers, SIU retirees and their families enjoyed a delicious meal and good company at the union hall in Houston one day before Thanksgiving. Retiree Theodore "Beau" James prepared the annual feast, a buffet which featured a traditional holiday menu. Retiree John Clarke (at right) was one of many who sampled dessert. Above, members and retirees dish up the main course.



# Looking for a Voyage to a Brighter Future in 1998?

# Get on Board!

The start of a new year brings many resolutions to improve ourselves in all sorts of different ways. Some people may wish to stop smoking or lose weight. Others may desire to help others. Still others may wish to better themselves by furthering their education but don't have the necessary funds.

Although no union can help everyone achieve success in all their new year's goals, the SIU can help seven deserving students attend college next fall.

All Seafarers and their spouses and dependent children who would like to continue their education are encouraged to apply for one of seven scholarships being awarded in 1998 by the Seafarers Welfare Plan.

Three of the grants will go to SIU members; the other four will be given to spouses or dependent children of eligible Seafarers or SIU pensioners. The scholarships may be used by the recipients for studies at either two- and four-year institutions of higher learning.

### Eligibility Requirements

Eligibility requirements for Seafarers and their spouses and unmarried dependent children are spelled out in a booklet which contains a scholarship application. The booklet is available by filling out and returning the coupon below to the Seafarers Welfare Plan. The program booklet also is available at all SIU halls.

### Amount of Awards

One of the scholarships reserved for SIU members is a \$15,000 award to attend a four-year college or university; the other two are \$6,000 two-year awards to study at a vocational school or community college.

Four scholarships in the amount of \$15,000 each will be awarded to the spouses and dependent children of Seafarers and SIU pensioners. Candidates should indicate on the application form whether they are planning to attend a two-year or a four-year program.

The \$15,000 college scholarships will be paid at the rate of \$3,750 per year over a four-year period. The \$6,000 awards will

be paid at the rate of \$3,000 per year.

The scholarship application must be completed by all applicants. It is easy to fill out. What may take some time, however, is collecting the other paperwork which must be submitted along with the form, including letters of reference and official copies of high school transcripts and certifications of graduation (which often take time to process) and certified copies of

birth certificates.

**April 15, 1998** is the last day in which applications are being accepted for this year's scholarship program.

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

The new year is here. Start the process going—now—and fulfill your educational goal for 1998.



### COMPLETE THIS COUPON AND MAIL TO:

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

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.

1/98



# Dispatchers' Report for Deep Sea

NOVEMBER 16 — DECEMBER 15, 1997

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
<b>DECK DEPARTMENT</b>										
New York	32	16	5	23	9	4	16	60	25	8
Philadelphia	3	4	0	5	1	1	3	3	4	0
Baltimore	4	8	2	4	3	1	1	9	10	1
Norfolk	13	11	3	9	11	0	10	15	14	6
Mobile	14	2	1	14	7	0	2	17	5	3
New Orleans	31	17	8	17	10	5	4	32	18	7
Jacksonville	33	12	10	28	12	4	11	50	21	13
San Francisco	26	12	3	23	9	1	10	46	27	4
Wilmington	20	9	4	14	11	5	13	35	15	6
Seattle	28	18	1	33	11	1	9	47	22	0
Puerto Rico	17	0	6	13	2	4	6	18	0	7
Honolulu	5	14	3	3	2	4	1	14	21	3
Houston	29	22	10	22	18	7	17	41	24	10
St. Louis	2	1	2	3	2	2	2	3	1	0
Piney Point	0	4	1	0	2	2	2	2	2	0
Algonac	0	4	0	0	3	0	0	0	2	0
<b>Totals</b>	<b>257</b>	<b>154</b>	<b>59</b>	<b>211</b>	<b>113</b>	<b>41</b>	<b>107</b>	<b>392</b>	<b>211</b>	<b>68</b>
<b>ENGINE DEPARTMENT</b>										
New York	15	7	0	12	6	0	7	20	21	0
Philadelphia	5	5	0	3	0	0	1	4	5	0
Baltimore	4	5	3	5	6	1	5	2	5	2
Norfolk	6	5	4	4	7	1	1	7	6	4
Mobile	12	7	1	14	9	2	3	15	7	1
New Orleans	14	9	4	6	6	1	3	18	12	6
Jacksonville	13	6	7	13	8	6	11	25	15	3
San Francisco	18	5	0	13	1	0	4	18	12	1
Wilmington	7	9	3	4	8	1	0	13	13	3
Seattle	13	7	3	13	6	2	3	21	8	4
Puerto Rico	3	3	2	4	4	2	3	6	0	1
Honolulu	6	8	5	4	6	3	0	13	11	4
Houston	17	11	2	17	8	0	7	19	11	5
St. Louis	1	1	1	2	1	0	1	1	0	3
Piney Point	1	0	1	2	2	0	1	1	4	1
Algonac	0	0	0	0	0	1	0	0	1	1
<b>Totals</b>	<b>135</b>	<b>88</b>	<b>36</b>	<b>116</b>	<b>78</b>	<b>20</b>	<b>50</b>	<b>183</b>	<b>131</b>	<b>39</b>
<b>STEWARD DEPARTMENT</b>										
New York	11	9	2	9	7	1	11	25	19	1
Philadelphia	6	2	0	3	0	0	1	4	4	0
Baltimore	2	1	0	1	0	0	0	2	2	0
Norfolk	5	5	2	1	5	1	1	9	6	3
Mobile	7	3	0	6	2	0	1	10	3	0
New Orleans	11	3	2	4	1	0	2	15	9	4
Jacksonville	16	5	1	13	5	2	7	25	9	1
San Francisco	17	5	1	14	3	1	9	44	11	0
Wilmington	18	2	0	8	4	0	12	28	5	1
Seattle	27	4	0	16	1	0	9	42	7	2
Puerto Rico	2	0	0	1	1	0	1	6	5	0
Honolulu	12	6	5	6	6	6	4	22	5	6
Houston	10	9	0	15	6	0	7	16	7	0
St. Louis	1	0	0	0	0	0	0	2	0	2
Piney Point	5	2	0	3	3	1	2	7	2	1
Algonac	0	1	0	0	1	0	0	0	0	0
<b>Totals</b>	<b>150</b>	<b>57</b>	<b>13</b>	<b>100</b>	<b>45</b>	<b>12</b>	<b>67</b>	<b>257</b>	<b>94</b>	<b>21</b>
<b>ENTRY DEPARTMENT</b>										
New York	7	28	5	3	17	1	0	12	47	24
Philadelphia	0	0	1	0	0	2	0	0	0	2
Baltimore	1	4	2	1	1	0	0	1	4	3
Norfolk	1	8	12	0	8	4	0	3	15	35
Mobile	1	17	2	2	8	1	0	1	20	4
New Orleans	4	9	9	0	7	1	0	8	20	20
Jacksonville	4	14	9	6	4	2	0	4	29	18
San Francisco	10	23	6	3	11	0	0	20	35	8
Wilmington	5	7	9	4	7	0	0	10	20	13
Seattle	6	14	0	9	5	2	0	6	23	4
Puerto Rico	3	7	2	0	2	1	0	6	10	4
Honolulu	6	27	67	2	27	64	0	10	32	79
Houston	3	9	8	2	7	1	0	3	20	12
St. Louis	0	1	0	0	0	0	0	0	1	0
Piney Point	0	23	23	0	14	12	0	0	14	21
Algonac	1	1	0	1	0	0	0	0	3	0
<b>Totals</b>	<b>52</b>	<b>192</b>	<b>155</b>	<b>33</b>	<b>118</b>	<b>91</b>	<b>0</b>	<b>84</b>	<b>293</b>	<b>247</b>
<b>Totals All Departments</b>	<b>594</b>	<b>491</b>	<b>263</b>	<b>460</b>	<b>354</b>	<b>164</b>	<b>224</b>	<b>916</b>	<b>729</b>	<b>375</b>

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

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

## February & March 1998 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point.....	Monday: February 2, March 2
Algonac.....	Friday: February 6, March 6
Baltimore.....	Thursday: February 5, March 5
Duluth.....	Wednesday: February 11, March 11
Honolulu.....	Friday: February 13, March 13
Houston.....	Monday: February 9, March 9
Jacksonville.....	Thursday: February 5, March 5
Jersey City.....	Wednesday: February 18, March 18
Mobile.....	Wednesday: February 11, March 11
New Bedford.....	Tuesday: February 17, March 17
New Orleans.....	Tuesday: February 10, March 10
New York.....	Tuesday: February 3, March 3
Norfolk.....	Thursday: February 5, March 5
Philadelphia.....	Wednesday: February 4, March 4
San Francisco.....	Thursday: February 12, March 12
San Juan.....	Thursday: February 5, March 5
St. Louis.....	Friday: February 13, March 13
Tacoma.....	Friday: February 20, March 20
Wilmington.....	Tuesday: February 17* Monday: March 16

\*Change due to Presidents Day holiday.

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

## Personals

### LINDSAY EDWARD "JOHN" BASS

Mark Scarborough is seeking information about his grandfather, Lindsay Edward "John" Bass, who was born February 25, 1908. He lived in St. Louis, Mo. in the 1930s, working as a merchant mariner for at least part of that time.

If anyone has any information about Lindsay Bass, they are requested to contact Mark Scarborough at 131 Letendre Avenue, Port Edwards, WI 54469; telephone (715) 422-6728.

### TO MY FELLOW BROTHERS OF THE SEA

Arthur N. Sjaastad, who sailed as an AB from the port of Honolulu, is presently incarcerated and would love to hear from some of his former shipmates. His address is TDC #681264, P.O. Box 4500, 7-A-27, Tennessee Colony, TX 75886-4500.

### TO THOSE WHO SAILED THE BENJAMIN CONTEE

Retiree George "Fuzzy" Brannan would like to hear from anyone who was aboard the SS Benjamin Contee (Liberty Ship), the third vessel in line for the Normandy invasion on June 6, 1944. Please give him a call at (610) 485-0691 (Philadelphia area).

### JAMES FLUKER

Please contact Terrie Overstreet at (757) 382-9228.

## Welcoming Apprentices on S-L Explorer



A key part of the Paul Hall Center for Maritime Training and Education's unlicensed apprentice program is a 90-day shipboard assignment that provides students with hands-on experience. In the spirit of the Brotherhood of the Sea, Seafarers aboard the *Sea-Land Explorer* recently welcomed two unlicensed apprentices. Pictured from left to right are Bosun Jerry Boruki, Chief Steward William Burdette and students Jason Strickler and Celina Ortega.

# The Year in Review

For the SIU, 1997 stands as a year of substantial progress.

The results of that advancement are numerous new job opportunities for SIU members as well as solidified support for the law which deals with the nation's freight cabotage.

In another important development, the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., overhauled its curriculum to better serve upgraders and entry-level mariners. The school also developed and issued a training record book that has been very well-received.

The following is a look back on a few of the highlights of the year past.

## Jobs, Jobs, Jobs

When the U.S. Military Sealift Command (MSC) in late July announced the awarding of a contract to Maersk Line Limited of Norfolk, Va. for the operation and maintenance of eight new prepositioning ships, it meant hundreds of new jobs for SIU members.

Two of the eight roll-on/roll-off (RO/RO) vessels were christened last year at Avondale Shipyards in New Orleans, while one was brought out at NASSCO in San Diego. The rest of the Bob Hope- and Watson-class ships—two to be built at Avondale, three at NASSCO—are scheduled for delivery on various dates between 1998 and 2000.

Employment opportunities also came to fruition aboard other MSC ships, including three converted RO/ROs operated by Bay Ship Management. The *USNS Yano*, *USNS Gilliland* and *USNS Soderman* rounded out a group of five such ships formerly flying the Danish flag and now serving in prepositioning roles.

In Mobile, Ala., Seafarers crewed the *Sea Pride*, a reflagged containership now serving MSC as an ammunition vessel.

Early in the year, SIU members climbed the gangway of the *Harry L. Martin*, another converted RO/RO that was the first vessel in MSC's Maritime Prepositioning Force (Enhanced) program.

More new jobs were gained when Maersk reflagged four modern containerships to the Stars and Stripes and enrolled them in the U.S. Maritime Security Program (MSP). In March, Seafarers crewed the *Maersk Tennessee* and *Maersk Texas*; by mid-summer, they also had signed on the *Maersk Colorado* and *Maersk California*.

The year began with APL inking a contract with the U.S. Maritime Administration (MarAd) to place nine containerships in the MSP, including four that would be reflagged from the Marshall Islands. Last month, the *APL Singapore* became the first of the four to hoist Old Glory, with the others slated to follow suit shortly.

The SIU-crewed tanker fleet also got a boost in 1997, starting when Seafarers in June crewed two Crowley tankers, the *Blue Ridge* and the *Coast Range*.

Late summer brought the announcement that Maritrans

agreed to acquire four tankers and a pair of tug-barge units, all to be crewed by Seafarers. SIU crews signed on the *Allegiance* and *Perseverance* in September; the other tankers will be sailing with Seafarers this year.

Elsewhere, new Crowley tractor tugs went into service in Southern California, with Seafarers working aboard the boats *Guard* and *Protector*.

And, there was good news for the U.S.-flag passenger ship industry when Congress approved a program designed to construct two American-flag cruise ships in U.S. shipyards.

Additionally, the job security of Seafarers sailing aboard cable ships remained intact as the vessels remained under SIU contract after being sold by AT&T to Tyco.

## Jones Act

Throughout the year, the union joined other backers of the nation's freight cabotage law to ensure it remains undiminished in its requirements that cargo moved between U.S. ports must be transported aboard U.S.-flag, U.S.-crewed, U.S.-built vessels.

Rank-and-file Seafarers contacted their legislators in Congress and urged them to maintain the Jones Act, which protects America's national and economic security. The SIU also participated in and aided the efforts of the Maritime Cabotage Task Force, a broad alliance of labor and industry representatives (including the Seafarers) focused on preserving the 1920 law.

Shortly after the August recess on Capitol Hill, a majority of House members had signed on to cosponsor House Concurrent Resolution 65, which calls on Congress to preserve the Jones Act.

Because of that majority, which continues to grow, as well as support in the Senate, legislative efforts to undermine the Jones Act—like the so-called Coastal Shipping Competition Act (H.R. 1991) or measures being considered in the Senate—are not likely to be enacted during the 105th Congress, which ends this year.

Enemies of the Jones Act will not cease in their efforts to weaken or eliminate the law, however, and the SIU therefore will remain vigilant.

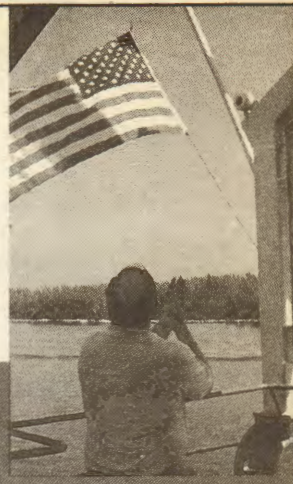
## Paul Hall Center

Anniversaries often are times for reflection, but the Paul Hall Center, with its sights on the future, spent its 30th year making major changes and improvements.

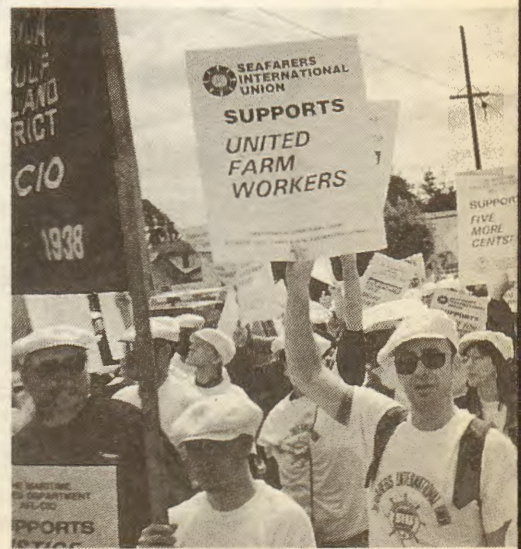
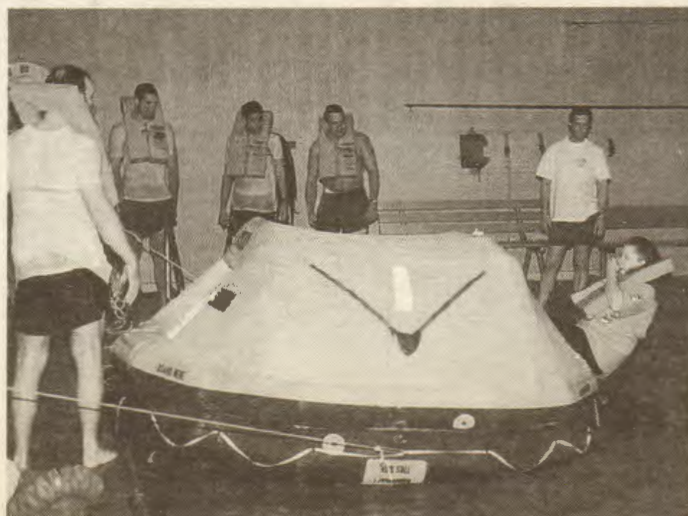
Representatives of the school developed and issued a U.S. Coast Guard-accepted training record book (TRB) designed to help Seafarers comply with new regulations stemming from international maritime treaties. The school also crafted an electronic method for maintaining and updating the training records of each Seafarer.

RIGHT: The Coast Guard approval of self-certification courses such as water survival was one of many advancements made by the Paul Hall Center for Maritime Training and Education in 1997.

# SIU Job Growth Highlights 1997



Seafarers gained new job opportunities when four Maersk ships reflagged American, including the *Maersk Colorado* (above), the *Maersk California* (above right) and the *Maersk Texas* (second photo at right).



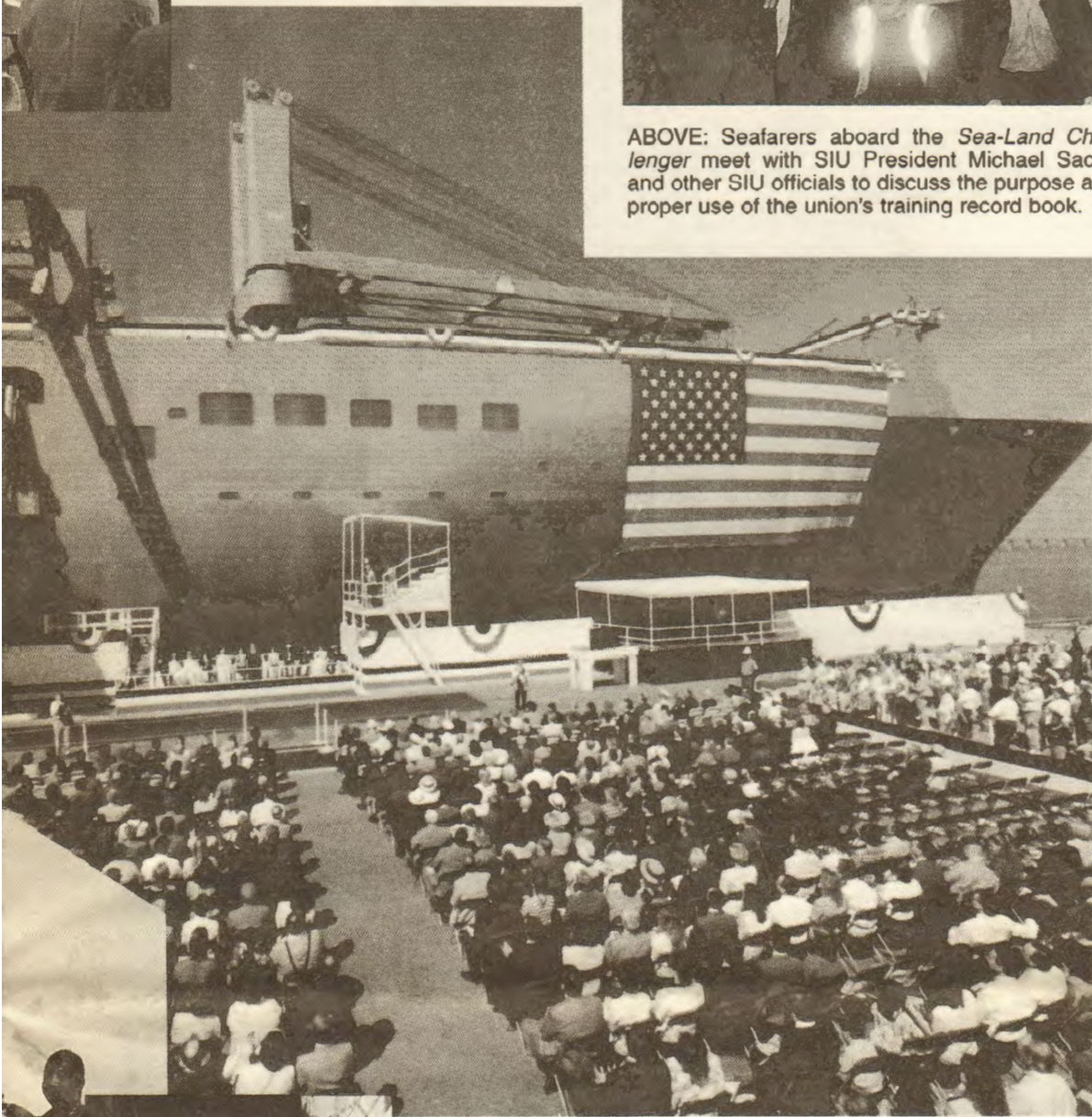
From coast to coast, Seafarers maintained the unionists. Here, members demonstrate in support of farm workers.

LEFT: In March, the *Maersk Tennessee* reflags under the Stars and Stripes while the ship is docked in Port Everglades, Fla.

BELOW: America's national security receives a boost as the *USNS Gilliland* is converted and reflagged in Newport News, Va.



ABOVE: Seafarers aboard the *Sea-Land Challenger* meet with SIU President Michael Sacco and other SIU officials to discuss the purpose and proper use of the union's training record book.



Boatmen at E.N. Bisso overwhelmingly ratified the first union contract in the 117-year history of the New Orleans-based company. Commemorating the pact are (from left) Chief Engineer Charlie Wilkinson, OS Chris Westbrook, SIU President Michael Sacco, Deckhand Robert Roberts and SIU Patrolman Steve Judd.



U's long tradition of backing fellow trade of California strawberry workers.



The ITF continued its fight against runaway-flag shipping which included gaining back wages for the crew of the *Skvira*. SIU ITF Inspectors Spiro Varras (pictured here, wearing necktie), Edd Morris and Don Thornton brought a number of such ships under ITF contract while also securing a substantial total of back wages for many crews.

Overall, the center and its Harry Lundeberg School of Seamanship rewrote much of its curriculum, in large part, as with the TRB, to help Seafarers meet requirements of the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW) and the International Safety Management Code (ISM).

The school added an LNG recertification class, a tankerman (PIC) barge course and a revamped sealift class, among other new offerings. Also, instructors installed an almost entirely new steward department curriculum highlighted by modular training units designed to make it easier for Seafarers to attend upgrading courses.

As has been the case for many years, the school continued providing on-site training for Seafarers. The 1997 sites included Jacksonville, Philadelphia, New Orleans, the *SS Independence*, the *American Queen* paddlewheeler, plus other locations.

Early in the year, the center announced it had expanded and enhanced its program for entry-level mariners. The new unlicensed apprentice program features an initial 12-week session in Piney Point, then a 90-day shipboard training assignment, followed by safety and department-specific training at the school.

Though very challenging for students, the unlicensed apprentice program has received much praise from its participants, who cited the thorough instruction and practical experience as highlights.

Both the TRB and the unlicensed apprentice program were brainchildren originating in meetings of the center's deep sea advisory board, which includes representatives from the union, the school and SIU-contracted companies and also typically features guest participants from the U.S. Coast Guard, MarAd and MSC.

Similarly, the school is developing an apprentice program for inland Seafarers, as a result of the 1997 joint meeting of the deep sea and inland advisory boards.

**Other News**

Seafarers also were active in many other areas.

Members and officials continued supporting the campaign of the International Transport Workers Federation (ITF) against runaway-flag shipping. Last year, they assisted mistreated crews from the *Blue Lagoon*, *Pacific Frost*, *Skvira*, *Seorax*, *Koktebel* and many more.

Edd Morris, Spiro Varras and Don Thornton, the SIU's ITF inspectors, secured approximately three-quarters of \$1 million in back wages on behalf of the various crews. They also helped bring some of the ships under

ITF contract, thereby increasing the chances for fair treatment of the crews.

For the SIU, the year began with the tallying committee report announcing the results of voting for national officers of the SIU's Atlantic, Gulf, Lakes and Inland Waters District. Michael Sacco was reelected president.

In August, delegates to the SIUNA convention also reelected Michael Sacco as president. They charted a course for the union that includes organizing, political action, building a stronger U.S. fleet, and fighting runaways. Officials of other maritime unions speaking at the convention stressed that unified action is one key to the industry's survival and progress.

In keeping with tradition, Seafarers repeatedly demonstrated support of fellow trade unionists throughout the nation. They continued their backing of striking newspaper workers in Detroit; farm workers in Watsonville, Calif.; striking Steelworkers at Wheeling (W.Va.)-Pitt Steel; striking UPS workers across the country; and fired Sprint workers in Washington, D.C., among others.

Another tradition ably upheld by SIU members in 1997 was executing rescues at sea. Seafarers aboard the *Sea Wolf*, *Gulf Star*, *USNS Kilauea*, *Niagara Falls*, *Osprey* and *Global Link* each helped save people in distress.

So did the SIU crew aboard the tug *Jesse B. Gunstream*, which arguably took part in the strangest rescue of the year. They saved a woman in Port Arthur, Texas, after she was bitten by an alligator. The woman reportedly had attempted to swim across the Gulf Intracoastal Waterway after a spat with her boyfriend.

Most SIU contracts were ratified in 1996, but a few also were negotiated and approved in 1997. Boatmen at E.N. Bisso ratified an agreement after a long struggle to secure their first contract. Also approving pacts were Seafarers at Express Marine and Orgulf.

To meet the growing needs of members from America's Last Frontier, the union opened a hall in Anchorage, Alaska on May 20. The opening coincided with the start of a program designed to facilitate entry of Alaskan youth into the Paul Hall Center's unlicensed apprentice program.

In New Orleans and Houston, the Seafarers Welfare Plan opened new clinics for members and their families.

Additionally, the union made its debut on the internet, starting a site on the world wide web located at seafarers.org.

On the legislative front, the SIU opposed extending fast-track negotiating authority for international trade pacts. The union also continued its support of a bill designed to extend the cutoff date for veterans' benefits for World War II merchant mariners.

At the AFL-CIO convention, the national federation of trade unions reaffirmed its support for maritime. And, at the MTD convention, representatives of Congress, the administration and the armed forces reiterated that a strong U.S. fleet is vital to the nation's national security and economic stability.

**Seafarers International Union  
Directory**

**Michael Sacco**  
President

**John Fay**  
Executive Vice President

**David Heindel**  
Secretary-Treasurer

**Augustin Tellez**  
Vice President Contracts

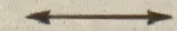
**George McCartney**  
Vice President West Coast

**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



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**NEW YORK**  
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**NORFOLK**  
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Norfolk, VA 23510  
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**PHILADELPHIA**  
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**PINEY POINT**  
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(301) 994-0010

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San Francisco, CA 94105  
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(787) 721-4033

**ST. LOUIS**  
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(314) 752-6500

**TACOMA**  
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Tacoma, WA 98409  
(253) 272-7774

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

**Dispatchers' Report for Great Lakes**

NOVEMBER 16 — DECEMBER 15, 1997

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
<b>DECK DEPARTMENT</b>									
Algonac	0	23	10	0	10	3	0	13	7
<b>ENGINE DEPARTMENT</b>									
Algonac	0	10	5	0	10	2	0	0	3
<b>STEWARD DEPARTMENT</b>									
Algonac	0	5	0	0	4	0	0	1	0
<b>ENTRY DEPARTMENT</b>									
Algonac	0	27	21	0	16	5	0	11	16
<b>Totals All Depts</b>	<b>0</b>	<b>65</b>	<b>36</b>	<b>0</b>	<b>40</b>	<b>10</b>	<b>0</b>	<b>25</b>	<b>26</b>

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

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

**Dispatchers' Report for Inland Waters**

NOVEMBER 16 — DECEMBER 15, 1997

Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
<b>DECK DEPARTMENT</b>									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	4	2	6	2	3	6	4	3	15
Lakes, Inland Waters	26	0	0	10	0	0	37	0	0
West Coast	2	0	3	5	1	8	8	1	13
<b>Totals</b>	<b>32</b>	<b>2</b>	<b>9</b>	<b>17</b>	<b>4</b>	<b>14</b>	<b>29</b>	<b>4</b>	<b>28</b>
<b>ENGINE DEPARTMENT</b>									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	1	0	2	0	0	1	1	0	4
Lakes, Inland Waters	17	0	0	3	0	0	12	0	0
West Coast	0	0	0	1	0	0	0	0	0
<b>Totals</b>	<b>18</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>4</b>
<b>STEWARD DEPARTMENT</b>									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	9	0	0	1	0	0	8	0	0
West Coast	0	1	0	0	0	1	0	1	1
<b>Totals</b>	<b>9</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>1</b>
<b>Totals All Depts</b>	<b>59</b>	<b>3</b>	<b>11</b>	<b>22</b>	<b>4</b>	<b>16</b>	<b>50</b>	<b>5</b>	<b>33</b>

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

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

**PIC-FROM-THE-PAST**

This photograph, sent to the *Seafarers LOG* by Pensioner **Salvatore A. (Joe) DiMaggio** of Scranton, Pa., was taken aboard the *Steel Vendor* (Isthmian Lines) in 1948 at Christmas time.

In a note to the *Seafarers LOG* accompanying the photo, DiMaggio wrote, "We were in Hilo, Hawaii on the 'pineapple run' at the time. I was the deck maintenance on the ship.

"This picture was taken in the crew's mess. Most of the ship's crew is in it." (DiMaggio, however, says he was sleeping when the photo was taken.)

Pensioner DiMaggio joined the SIU in 1948 in the port of New York. Before retiring in 1975, he sailed as a bosun aboard Sea Transport's *Eagle Traveler*.

Brother DiMaggio, now 72, also is a U.S. Navy veteran of World War II. He would like to hear from some of his old shipmates. They may call him at (717) 346-8119.





## 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.

Two recertified stewards and one recertified bosun are among the 16 Seafarers announcing their retirements this month.

Representing more than 100 years of active union membership, Recertified Stewards **Cleo Jones** and **Sek G. Wong** and Recertified Bosun **Gerald J. Corelli** are graduates of the highest level of training available to members in the steward and deck departments at the Lundeberg School in Piney Point, Md.

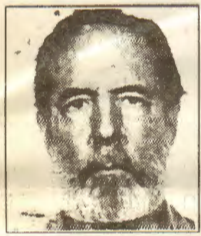
Including the three recertified graduates, 12 of those signing off sailed in the deep sea division and four navigated the inland waterways.

Of the retiring Seafarers, seven served in the U.S. military—four in the Navy and three in the Army.

The oldest retiring members this month are **Emilio F. Maclara** at age 72 and **Jimmy Shuey Wong** at age 70.

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

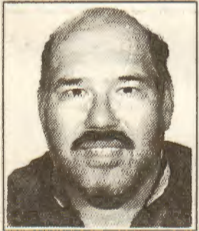
### DEEP SEA



**BAYARD W. BALDWIN**, 65, first sailed with the Seafarers in 1963. During his union career, he served on both inland

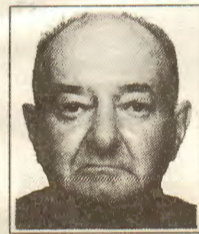
and deep sea vessels as a member of the deck department. Brother Baldwin's last sign-off was aboard the *Liberty Sea*, a Liberty Maritime Corp. vessel. The Oklahoma native served in the U. S. Navy from 1953 to 1955. He makes his home in Houston.

**JUAN J. BARRERA**, 48, started his career with the Seafarers in 1980 in Port Arthur, Texas. He



sailed in both the inland and deep sea divisions. A native of Texas, the deck department member upgraded at the Lundeberg School in Piney Point, Md. Brother Barrera signed off the *Eric G. Gibson*, operated by Maersk Lines, Ltd. From 1967 to 1969, he served in the U.S. Navy. He has retired to Naples, Fla.

**ROY L. CARR**, 57, graduated from the Andrew Furuseth Training School in 1961 and joined the SIU in the port of Houston. Born in Kentucky, he worked in the deck department, last sailing aboard the *Overseas Arctic*. From 1958 to 1959, he served in the U.S. Army. Brother Carr has retired to Williamsburg, Ky.



**GERALD J. CORELLI**, 62, graduated from the Andrew Furuseth Training School in 1961 and joined the

Seafarers in the port of New Orleans. Brother Corelli began his career in the steward department but later transferred to the deck department. The New York native frequently upgraded at the Lundeberg School and graduated from the bosun recertification program there in 1979. His last ship was the *Stonewall Jackson*, a Waterman Steamship Corp. vessel. From 1953 to 1956, he served in the U.S. Navy. He makes his home in Zephyrhills, Fla.

**KENNETH L. HART**, 56, started his career with the SIU in

1966 in the port of Jacksonville, Fla. His first ship was the *Robin Sherwood*, operated by Moore McCormack.



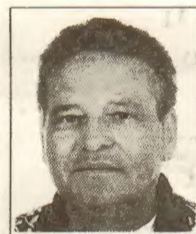
A native of Florida, he worked in the engine department, last sailing aboard the *USNS Antares* as a chief electrician. A Vietnam veteran, he served in the U.S. Navy from 1959 to 1964. Brother Hart calls Lakeland, Fla. home.



**WILMER JACK**, 47, first sailed with the Seafarers in 1968. Born in Mississippi, he sailed in both the

engine and steward departments and upgraded to cook/baker at the Lundeberg School. Brother Jack last sailed aboard OMI Corp.'s *Hudson*. He has retired to Mobile, Ala.

**CLEO JONES**, 62, began sailing with the SIU in 1957 from the port of Mobile, Ala. His first ship was the *Alcoa Polaris*. The Alabama native sailed in the steward department and upgraded at the Lundeberg School, where he completed the steward recertification course in 1982. Brother Jones makes his home in Houston.



**LUIS PEREZ**, 65, started his career with the Seafarers in 1964 in the port of New York. His first ship was the

*Cantigny*, operated by Cities Service Transport Corp. Born in Puerto Rico, he started out in the steward department and later transferred to the deck depart-

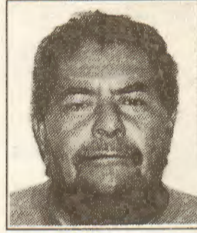
ment. Brother Perez last sailed aboard the *Overseas Boston*. He calls Covina, Calif. home.



**JERSON I. TORO**, 65, began sailing with the SIU in 1984 from the port of Honolulu. His first ship was the *S.S.*

*Independence*, operated by American Hawaii Cruises. A native of Ecuador, he sailed in the steward department and upgraded at the Lundeberg School. Brother Toro signed off the *Overseas Harriette* and has retired to Guayaquil, Ecuador.

**ANGEL TOUCET**, 65, first sailed with the SIU in 1967 aboard the *Houston*, a Sea-Land Service vessel.



A native of Puerto Rico, he worked in the deck department and was last aboard the *Sea-Land Crusader*. From 1952 to 1955, he served in the U.S. Army. Brother Toucet has retired to Carolina, P.R.

**JIMMY SHUEY WONG**, 70, graduated from the Marine Cooks & Steward (MC&S) Training School in Santa Rosa, Calif. in 1966 and joined the MC&S in the port of San Francisco, before that union merged with the SIU's Atlantic Gulf, Lakes and Inland Waters District (AGLIWD). The California native last sailed as a chief cook aboard the *President Washington*, operated by APL. Brother Wong calls San Francisco home.

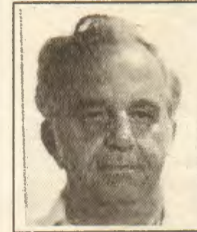


**SEK G. WONG**, 67, graduated from the MC&S Training School in 1968 and joined the

MC&S in the port of San Francisco, before that union merged

with the SIU's AGLIWD. Born in China, he became a U.S. citizen in 1969. Brother Wong upgraded his skills at the Lundeberg School and successfully completed the steward recertification program there in 1987. He makes his home in Emeryville, Calif.

### INLAND



**EARL H. CANNON**, 69, first sailed with the Seafarers in 1949. Born in Virginia, he last sailed in 1986 as a captain

aboard Red Circle Transport Co. vessels. Boatman Cannon has retired to Tampa, Fla.

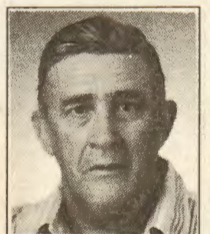
**CHARLES F. HODGES**, 62, joined the SIU in 1957 in the port of Houston. The Texas native sailed as a captain and signed off the *Philip K*, a G&H Towing Co. vessel. Boatman Hodges makes his home in Port Aransas, Texas.



**EMILIO F. MACLARA**, 72, started his career with the Seafarers in 1988. Born in Puerto Rico, he sailed in the

deck department. Boatman Maclara is a veteran of World War II, having served in the U.S. Army from 1943 to 1945. He calls Carolina, P.R. home.

**CONNIE O'NEAL PETERS**, 57, began his career with the SIU in 1963. He sailed as a captain, primarily aboard vessels operated by Higman Barge Lines. He last served aboard the *Marrero*. Boatman Peters has retired to Iota, La.



### Following Father's Footsteps



SIU member Ahmed Sharif (right) not only took after his father when the time arrived to choose a career, but also enjoyed the opportunity to work with him on the same vessel. OMU Omar A. Sharif (left) and son recently sailed together aboard the *Great Land*, a Seafarers-contracted ship operated by Interocean Uglund Management (IUM) for Totem Ocean Trailer Express. "It is not uncommon to have children follow their parents into a seagoing career, but it is somewhat unusual to have a father and son team working on the same vessel, and in the same department," observed IUM Assistant Vice President Bob Rogers. "The chief engineer, Don Clarke, reports that both are excellent workers and a pleasure to have aboard," he added.

### Red Cross Thanks SIU

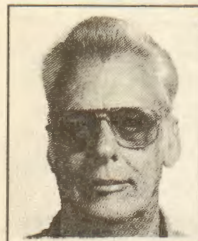


When Hurricane Danny struck Mobile, Ala. last summer, the American Red Cross quickly began disaster-relief operations. The SIU immediately pitched in by donating use of the Mobile union hall to the Red Cross, which turned the facility into an administrative emergency headquarters. While the agency utilized the building to aid storm victims, the union's operations continued unimpeded. Seafarers took care of their business at the hall's counter, and job calls were held on schedule. Recently, the Red Cross thanked the union when Edward K. Patrick (left) of the AFL-CIO Community Services Department presented a plaque of appreciation to SIU Vice President Gulf Coast Dean Corgey during a membership meeting.

# Final Departures

## DEEP SEA

### VIRGIL S. ALFORD



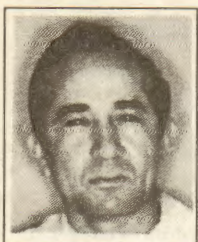
Pensioner Virgil S. Alford, 71, passed away November 2, 1997. A native of Louisiana, he joined the Seafarers in 1946 in the port of New Orleans.

Brother Alford sailed in the deck department. From 1951 to 1953, he served in the U.S. Army. He began receiving his pension in December 1987.

### JOHN CECERON

Pensioner John Ceceron, 97, died November 5, 1997. He joined the Marine Cooks & Stewards (MC&S), before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Born in the Philippines, Brother Ceceron was a resident of Sun City, Calif. He began receiving his pension in August 1971.

### AMADA FELICIANO



Pensioner Amada Feliciano, 90, passed away November 25, 1997. Born in Puerto Rico, he started his career with the Seafarers in 1944 in the port of New York.

Brother Feliciano sailed in the steward department. During his career, he was active in union organizing drives and beefs. The New Orleans resident retired in December 1972.

### JAMES M. FOSTER



Pensioner James M. Foster, 74, died November 22, 1997. Brother Foster joined the SIU in 1944 in the port of Mobile, Ala. He sailed in the

deck department and upgraded at the Lundeberg School in Piney Point, Md., where he graduated from the bosun recertification program in 1974. He was a veteran of World War II, having served in the U.S. Navy from 1942 to 1943. A native of Alabama and a resident of Mobile, he began receiving his pension in December 1977.

### STANLEY A. FREEMAN SR.



Pensioner Stanley A. Freeman Sr., 69, passed away November 20, 1997. He began sailing with the Seafarers in 1952 from the port of New

Orleans aboard the *William H. Carruth*. Brother Freeman sailed in the steward department and upgraded at the Lundeberg School, where he completed the steward recertification course in 1981. A resident of Woodville, Texas, he retired in September 1989.

### EFRAIN GARCIA



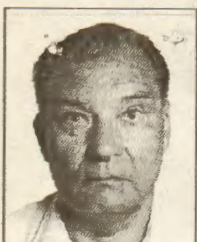
Pensioner Efrain Garcia, 66, died November 20, 1997. A native of Puerto Rico, he started his career with the SIU in 1961 in the port of San

Juan. His first ship was the *Gateway City*, operated by Sea-Land Service. Brother Garcia sailed as a member of the engine department and began receiving his pension in September 1996. He was a resident of Rio Piedras, P.R.

### AUGUSTA JOHNSON

Augusta Johnson, 77, passed away November 15, 1997. Born in Louisiana, he joined the MC&S in 1966 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Johnson, a resident of Gretna, La., retired in February 1984.

### ARTEMI KANITS



Pensioner Artemi Kanits, 82, died November 6, 1997. Brother Kanits started his career with the Seafarers in 1943 in the port of New York.

Born in Estonia, he sailed in the engine department. During his union career, he was active in union organizing drives and beefs. Brother Kanits, a resident of Long Island, N.Y., began receiving his pension in August 1980.

### JOHN J. LESKUN



Pensioner John J. Leskun, 71, passed away November 28, 1997. He joined the SIU in 1946 in the port of Savannah, Ga. Brother Leskun sailed in the

deck department and retired in July 1982. He was a resident of Pasadena, Texas.

### ROBERT P. MARION



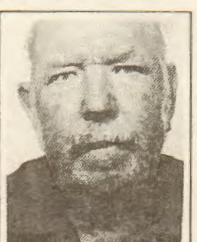
Pensioner Robert P. Marion, 73, died September 5, 1997. A native of Pennsylvania, he started his career with the Seafarers in 1944 in the port of New York.

Brother Marion sailed in the steward department and upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1983. A resident of Delisle, Miss., he began receiving his pension in September 1984.

### FIDENCIO V. MARTINEZ

Fidencio V. Martinez, 52, passed away November 25, 1997. Born in Honduras, he began sailing with the SIU in 1980 from the port of New York. His first ship was the *Overseas Ulla*, a Maritime Overseas Corp. vessel. He sailed in the engine department and upgraded his skills at the Lundeberg School. Brother Martinez was a resident of Kenner, La.

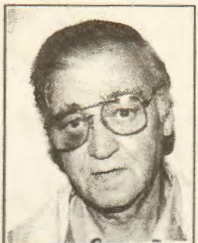
### JOHN W. NUSS



Pensioner John W. Nuss, 80, died November 19, 1997. Brother Nuss joined the Seafarers in 1951 in the port of New Orleans.

He sailed in the steward department. The Louisiana native was a veteran of World War II, having served in the U.S. Army from 1941 to 1946. A resident of Diamondhead, S.C., he began receiving his pension in June 1981.

### MIKAL K. OVERGAARD



Pensioner Mikal K. Overgaard, 63, passed away September 8, 1997. He began sailing with the SIU in 1966 from the port of New York. His first ship was the *Rebecca*, operated by Maritime Overseas Corp. He sailed in the engine department and upgraded at the Lundeberg School. Brother Overgaard made his home in Chile and retired in January 1996.

### JOSEPH A. ROBERTSON



Pensioner Joseph A. Robertson, 81, died November 26, 1997. Born in Virginia, he started his career with the Seafarers in 1944 in the port of New York. Brother Robertson sailed as a member of the engine department. From 1936 to 1938, he served in the U.S. Army. Brother Robertson was a resident of Virginia Beach, Va. and began receiving his pension in May 1981.

### DAVID B. SACHER



Pensioner David B. Sacher, 69, passed away October 31, 1997. Brother Sacher joined the SIU in 1945 in the port of New York. A

native of Connecticut, he sailed in the steward department and upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1983. A resident of Las Vegas, he retired in April 1985.

### WALTER L. SWEDBERG

Pensioner Walter L. Swedberg, 95, died December 1, 1997. Born in Illinois, he joined the MC&S, before that union merged with the SIU's AGLIWD. Brother Swedberg lived in West Lafayette, Ind. and began receiving his pension in May 1966.

### JACK M. SYMS



Pensioner Jack M. Syms, 75, passed away November 17, 1997. A native of South Carolina, he started his career with the Seafarers in 1944 in the port of Savannah, Ga. He sailed as a member of the deck department and retired in October 1975. Brother Syms was a resident of Spartanburg, S.C.

### ROBERT H. VOGT

Pensioner Robert H. Vogt, 76, died November 21, 1997. He began his career with the MC&S in 1957 from the port of San Francisco, before that union merged with the SIU's AGLIWD. Born in New York, he made his home in San Francisco and began receiving his pension in October 1978.

### JAMES H. WARD

Pensioner James H. Ward, 85, passed away October 25, 1997. A resident of Oakland, Calif., he joined the MC&S before that union merged with the SIU's AGLIWD. Brother Ward started receiving his pension in July 1971.

### NGAO WONG

Pensioner Ngao Wong, 68, died

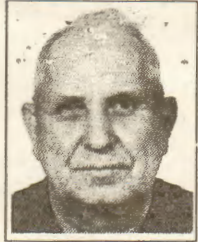


November 8, 1997. Born in China, he joined the MC&S in the port of San Francisco, before that union merged with the SIU's AGLIWD.

Brother Wong, a resident of San Francisco, retired in January 1978.

## INLAND

### INSLEY W. COFFEY



Pensioner Insley W. Coffey, 85, passed away December 3, 1997. A native of Texas, he started sailing with the Seafarers in 1957 in the port of Houston. Boatman Coffey last sailed as a chief engineer. He was a resident of Galveston, Texas and began receiving his pension in June 1977.

### GENARO A. DECOLA



Pensioner Genaro A. Decola, 73, died October 22, 1997. Born in Massachusetts, he joined the SIU in 1946. During his career, Boatman

Decola attended several educational conferences at the Lundeberg School. He sailed in both the deck and steward departments. A resident of Philadelphia, he retired in May 1993.

### WILLIAM MITCHELL



Pensioner William Mitchell, 71, passed away November 17, 1997. Boatman Mitchell first sailed with the Seafarers in 1943. Starting

out as a deckhand, he worked his way up to captain. A native of Pennsylvania, he upgraded his skills at the Lundeberg School. From 1944 to 1946, he served in the U.S. Navy. Boatman Mitchell began receiving his pension in February 1988.

### ROBERT E. PARKER



Pensioner Robert E. Parker, 79, died July 4, 1997. He joined the SIU in 1965 in the port of Mobile, Ala. He sailed in the deck department. A

resident of Perdido, Ala., Boatman Parker began receiving his pension in February 1984.

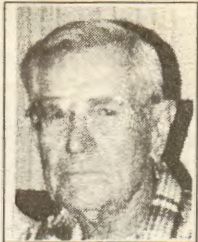
### QUILLER D. RAGAN



Pensioner Quiller D. Ragan, 77, passed away August 9, 1997. Born in Georgia, he started his career with the Seafarers in 1974 in the port of Mobile, Ala. He worked as a barge repairer for Radcliff Materials from 1968 to 1984. Boatman Ragan, a resident of Mobile, retired in February 1984.

### WILLIAM J. SIMS

Pensioner William J. Sims, 92, died September 26, 1997. Boatman Sims joined the SIU in 1957 in the port of



Houston. A native of Texas, he sailed as a chief engineer. The World War II veteran served in the U.S. Army from 1943 to 1945. He made his home in Denton, Texas and began receiving his pension in March 1973.

### DEWEY C. SMITH



Pensioner Dewey C. Smith, 91, passed away July 31, 1997. He began sailing with the Seafarers from the port of Norfolk, Va. in 1963. Born in North Carolina, he sailed as a tugboat captain. A resident of Wilmington, N.C., he retired in September 1970.

### HENRY J. TULEWICZ

Pensioner Henry J. Tulewicz, 70, died July 25, 1997. A native of Pennsylvania, he joined the SIU in 1961 in the port of Philadelphia. Boatman Tulewicz sailed in the deck department and attended an educational conference at the Lundeberg School in 1978. From 1944 to 1946, he served in the U.S. Navy. A resident of Clementon, N.J., he began receiving his pension in January 1990.

### JESSE E. WILLIAMS



Pensioner Jesse E. Williams, 79, passed away July 27, 1997. Born in Maryland, he started his career with the Seafarers in 1961 in the port of Philadelphia.

Boatman Williams sailed as a tugboat captain and retired in February 1983. He made his home in Cape Coral, Fla.

## GREAT LAKES

### DONALD M. MAY



Donald M. May, 63, died July 5, 1997. Brother May began his SIU career in 1969 from his native Alpena, Mich., where he made his home.

Brother May sailed as a member of the engine department. From 1953 to 1956, he served in the U.S. Army.

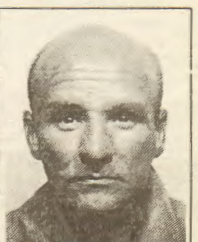
## ATLANTIC FISHERMEN

### STEPHEN BIONDO

Pensioner Stephen Biondo, 70, died November 14, 1997. Born in Detroit, he joined the Atlantic Fishermen's Union before it merged with the AGLIWD in 1981. A resident of Gloucester, Mass., he began receiving his pension in December 1988.

## RAILROAD MARINE

### JOSEPH J. FINLEY



Pensioner Joseph J. Finley, 67, passed away November 13, 1997. He joined the Seafarers in 1961 in the port of New York. During his union career, he

sailed as a mate/deckhand and floatman. From 1951 to 1953, the New York native served in the U.S. Army. Brother Finley, a resident of Brooklyn, N.Y., retired in January 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.

## MAERSK CALIFORNIA

(Maersk Lines), July 25—Chairman **Maurilio Zepeda**, Secretary **Jose A. Rivera**, Deck Delegate **Ralph Kirby**, Engine Delegate **Abdulla Mohsin**, Steward Delegate **Jose Guzman**. Chairman stated ship scheduled to arrive in port of Houston on June 26. Crew requested patrolman to meet vessel upon arrival. Educational director urged members to take advantage of upgrading opportunities available at Lundeberg School. Deck, engine and steward delegates reported disputed OT. No beefs reported. Crew requested ice machine for mess hall. Crewmembers extended vote of thanks to galley gang for job well done. Steward reminded crew to keep mess room clean.

## HMI ASTRACHEM

(Hvide Marine), October 30—Chairman **Thomas Banks**, Secretary **Luis Escobar**, Educational Director **Nelson Lazo**, Deck Delegate **V. Beata**, Engine Delegate **Randell Porter**. Chairman read letter from SIU Vice President Contracts **Augie Tellez** to crewmembers, who, in turn, thanked contracts department for quick reply to their questions. Chairman reminded members they are required to have Training Record Books (TRBs) and noted TRBs soon will be mandatory for shipping. Bosun, secretary and educational director stressed importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Crew suggested SIU apprentices be given copy of working rules before signing onto vessel so they can familiarize themselves with regulations. Chairman announced vessel scheduled for shipyard first week of December. Crew asked engine department members to refrain from using door on starboard side because noise disturbs those deck department members trying to

sleep. Crew thanked steward department for "outstanding performance." Next ports: Guyama, P.R.; Freeport and Corpus Christi, Texas.

**ITB JACKSONVILLE** (Sheridan Transportation), October 28—Chairman **Sonny Pinkham**, Secretary **Rayfield Crawford**, Educational Director **Stanley Sporna**, Engine Delegate **Shawn Tapp**, Steward Delegate **Alfonso Olguin**. Chairman reported payoff in port of New York on October 31. Secretary urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew thanked galley gang for job well done.

**OVERSEAS ARCTIC** (Maritime Overseas), October 29—Chairman **Roger J. Reinke**, Secretary **John M. Rapoza**, Educational Director **Edward H. Self**, Deck Delegate **Thames Solomon**, Engine Delegate **W. R. Hutchinson**, Steward Delegate **Purnell Cook**. Chairman reported discussion with captain concerning new mattresses and furniture for crewmembers. He announced ship due to arrive in Valdez, Alaska on November 3. Bosun advised crew of Alaska's alcohol policy and noted port officials have authority to request breathalyzer tests for crewmembers entering oil terminal whom they suspect may have been drinking. Educational director discussed upgrading at Paul Hall Center and advised members to submit applications for Training Record Books (TRBs). No beefs or disputed OT reported. Chairman reminded crewmembers to contact chief steward for insect-control devices for their rooms. Next ports: Valdez, Alaska and Tacoma, Wash.

## OVERSEAS BOSTON

(Maritime Overseas), October 24—Chairman **Jeffrey H. Kass**,

Secretary **Dennis Skretta**, Educational Director **Luong Ngo**, Deck Delegate **Jim Cunningham**, Engine Delegate **John Groom**, Steward Delegate **Heather Stilwell**. Chairman announced new captain signing on and payoff scheduled upon arrival in next port. Bosun asked crewmembers to be respectful of one another, carefully dividing work fairly. He also reminded members to separate plastic items from other trash for proper disposal. He stressed importance of SPAD and discussed efforts by union to create more jobs and maintain job security. Crew requested repairs for toaster and two leaky faucets. Educational director urged members to upgrade at Piney Point. Treasurer announced \$250 in ship's fund. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Deck delegate requested additional coveralls for crewmembers who clean bilges. Chairman read letter from SIU headquarters concerning deck department duties during bunkering. Crew requested copy of company work rules. Crewmembers extended special vote of thanks to Second Pumpman **Kevin Hall** for organizing movie fund. Next ports: Valdez, Alaska; Ferndale, Wash.; and Richmond, Calif.

**SEA-LAND ATLANTIC** (Sea-Land Service), October 26—Chairman **William Stoltz**, Secretary **Jonny Cruz**. Crew noted TV still needs repair. Chairman praised crew for good trip between France and Boston and reported ship scheduled for shipyard in April 1998. Educational director encouraged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew noted Seafarers Money Purchase Pension Plan (SMPPP) booklets received. Members asked contracts department to look into increasing pension benefits in next contract. Crew asked for three mattresses and new TV and noted chairs in mess hall need to be reupholstered.

**SEA-LAND EXPRESS** (Sea-Land Service), October 26—Chairman **Terry Reynolds**, Secretary **Gregory Keene**, Educational Director **Rhonda Koski**. Chairman thanked crewmembers for working well together and making voyage enjoyable. Educational director discussed importance of upgrading at Paul Hall Center. Treasurer announced \$900 in movie fund. No beefs or disputed OT reported. Bosun reminded crewmembers to return all movies to movie locker after use and separate plastic garbage from regular trash. Crew requested LOG publish union hall fax numbers. Chairman urged members to submit applications for Training Record Books (TRBs) before January 1, 1998. Crew asked contracts department for clarification of sick and emergency leave. Next port: Tacoma, Wash.

**SEA-LAND INTEGRITY** (Sea-Land Service), October 5—Chairman **Willie Marsh**, Secretary **Stephanie Sizemore**. Chairman reported new chairs ordered for crew lounge are scheduled to be delivered to ship in port of Houston. He advised crewmembers captain promised an early morning payoff in port of Jacksonville, Fla. Educational director noted new movies will be purchased in Houston using money

from movie fund. He discussed new government vessels course now offered at Piney Point and new Seafarers Money Purchase Pension Plan (SMPPP). No beefs or disputed OT reported. Chairman thanked galley gang for good food.

**SEA-LAND PERFORMANCE** (Sea-Land Service), October 31—Chairman **Jimmie Scheck**, Secretary **Edward M. Collins**, Educational Director **Dan John-**

son. Chairman announced payoff on Saturday, November 1 and advised crewmembers to apply for Training Record Books (TRBs). He also encouraged upgrading at Lundeberg School. Secretary asked crew to take dirty linens to third deck. Educational director noted purchase of new movies and discussed importance of upgrading skills at Paul Hall Center. Deck delegates reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crewmembers reminded to place plastic items in separate disposal containers from other trash.

## Crossing the Equator on the Julius Hammer



Crewmembers aboard Ocean Chemical's *Julius Hammer* adhered to the traditional "shellback ceremony" as they crossed the equator en route to Australia. They then settled down to a delicious deckside cookout, pictured above.

son. Chairman announced payoff on Saturday, November 1 and advised crewmembers to apply for Training Record Books (TRBs). He also encouraged upgrading at Lundeberg School. Secretary asked crew to take dirty linens to third deck. Educational director noted purchase of new movies and discussed importance of upgrading skills at Paul Hall Center. Deck delegates reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crewmembers reminded to place plastic items in separate disposal containers from other trash.

**SEA-LAND PRODUCER** (Sea-Land Service), October 22—Chairman **Jack Edwards**, Secretary **David Cunningham**, Educational Director **Doug Greiner**. Chairman reported payoff in Jacksonville, Fla. on October 24. He announced sailing schedule change from Rio Haina to Freeport, Bahamas and back to Jacksonville for two days. Educational director advised crew to take advantage of educational opportunities available at Piney Point. He also noted many Christmas activities taking place in Washington, D.C., only a short drive from Paul Hall Center. Treasurer announced \$500 in ship's fund. No beefs or disputed OT reported. Steward extended best wishes for wonderful vacation to Bosun Edwards and Chief Cook **Willie Grant**. Bosun thanked galley gang for great meals, "Pizza Night" and shipboard barbecue. The deck day crew praised bosun for "his knowledge and professionalism. He is the best bosun sailing today." Steward reminded crewmembers to lock mess hall doors while docked in port.

**SEA-LAND TACOMA** (Sea-Land Service), October 22—Chairman **Joe Artis**, Secretary **Lovie Perez**, Educational Director **Jioia DeLeon**. Chairman informed crewmembers payoff will take place upon arrival in next port. Educational director stressed importance of all crewmembers applying for a Training Record Books (TRBs). Deck delegate asked crewmembers to keep accurate record of scheduled days off. No beefs or disputed

OT reported. Crew asked that lounge refrigerator and freezer be fully stocked at all times. Next port: Tacoma, Wash.

**SEA-LAND QUALITY** (Sea-Land Service), October 12—Chairman **Mike Carrano**, Secretary **Terry Smith**, Educational Director **Angel Hernandez**. Bosun noted he will sign off for vacation following current voyage. Educational director discussed

benefits of upgrading at Paul Hall Center. No beefs or disputed OT reported. Crewmembers addressed OT issues during month of September. Steward delegate and crew talked about ways to improve menu and quality of stores. He noted top grade steak and lobster are not sent to vessel. Next ports: Charleston, S.C.; Port Everglades, Fla.; Houston; and Jacksonville, Fla.

**CHAMPION** (Kirby Tankships), November 11—Chairman **Juan Castillo**, Secretary **Norman Evans**, Educational Director **James McDaniel**, Deck Delegate **Kirk Jenkins**, Engine Delegate **Ismael Manley**, Steward Delegate **Obencio Espinoza**. Chairman noted the ship may go into layup after two more trips. He stated he was aware of shipboard pest problem and asked crewmembers to help keep mess room clean. Educational director requested members return movies before arrival in port. No beefs or disputed OT reported. Crew thanked galley gang for job well done. Bosun reminded crewmembers signing off to change linens prior to departing vessel. Next port: Lake Charles, La.

**LNG AQUARIUS** (ETC), November 1—Chairman **John Thompson**, Secretary **Jill Prescott**, Educational Director **M. Freeman**, Deck Delegate **William Steels**, Engine Delegate **Stephen Roberts**, Steward Delegate **Rafael Cardenas**. Chairman noted letter received from union concerning questions raised by members during last union meeting. Bosun commended deck department for outstanding performance and for no lost time due to injuries during last two consecutive tours. Secretary advised crewmembers to make sure staterooms are in good order before signing off vessel. Educational director urged members to apply for Training Record Books (TRBs) as soon as possible. Treasurer announced \$1,000 in ship's fund. Beef reported by deck and engine delegates. No beefs or disputed OT reported by steward delegate. Crew noted concerns about timeliness of receiving mail while aboard ship. Next port: Arun, Indonesia.

## HMI Astrachem Calls on Guayama, P.R.



Aboard the *HMI Astrachem*, AB Ronnie Norwood (left) and AB Lou Teferi lower the pilot ladder and make final preparations to secure the deck upon arrival in the port of Guayama, P.R. Santurce Patrolman Amancio Crespo met with the crew following payoff and sent the above photo to the *Seafarers LOG*.

## TRBs Are for All Seafarers School Continues Issuing Booklets

While priority for the issuance of training record books (TRBs) in 1997 by the Paul Hall Center was initially given to Seafarers sailing in international waters, all SIU members need the U.S. Coast Guard-approved booklet.

"The training record book is not just for deep sea members," stated Byron Kelly, SIU Lakes and Inland Waters vice president. "Seafarers who sail on the Great Lakes, inland waters and harbors also need the book to document their training and experience. That means that every Seafarer who has not already done so needs to fill out a TRB application as soon as possible."

The SIU and the Paul Hall Center began issuing TRBs early last year. Initially, the TRB was distributed to deep sea members. After those Seafarers were sent the booklet, the school began processing the TRB applications alphabetically.

TRBs contain personal identification as well as list all relevant training, drills and exercises completed by individual Seafarers during their entire maritime career. The union developed the booklets to efficiently comply with existing and pending international maritime regulations demanding proof of an individual mariner's training and qualifications.

The TRB helps 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).

The TRB is a member's personal property and is to be carried by the individual to his or her respective ships. The SIU is providing these books so members will not have to carry individual documents, certificates and other paperwork when they report to their vessels.

Original TRBs are issued at no charge to members, although Seafarers applying for the booklets must send two color, passport-size photos with their applications. (There is a \$25 charge for replacement books if lost.) TRBs are distributed via SIU halls and the Paul Hall Center to whichever port is designated by an individual Seafarer as his or her home port. Members will sign a receipt indicating they have received the booklet.

Section 1 of the TRB is used to document training records. Sections 2 and 3 consist of tables indicating demonstration of job-related competencies.

Training is verified by certified instructors and assessors for the school, while practical demonstration of skills is validated by the appropriate shipboard personnel. Any false information entered in the TRB will be considered falsification of a document.

As reported in past issues of the *Seafarers LOG*, at this time there is no fixed date by which time SIU members must carry a TRB in order to sign on a ship. However, every Seafarer who sails deep sea, inland or Great Lakes should have a TRB. All members who have not submitted an application should do so as soon as possible. (Seafarers may use the application on this page.)

### SUMMARY ANNUAL REPORT FOR SEAFARERS MONEY PURCHASE PENSION PLAN

This is a summary of the annual report for the Seafarers Money Purchase Pension Plan, EIN 52-1994914, Plan No. 001, for the period June 16, 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 Statement

Benefits under the plan are provided through a trust fund. Plan expenses were \$7,615. These expenses included \$7,615 in administrative expenses. A total of 3,255 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$568,467 as of December 31, 1996, compared to \$0 as of June 16, 1996. During the plan year, the plan experienced an increase in its net assets of \$568,467. 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 \$576,082, including employer contributions of \$573,054 and earnings from investments of \$3,028.

#### Your Rights to Additional Information

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

1. an accountant's report;
2. assets held for investment; and
3. transactions in excess of 5 percent of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the Board of Trustees, Seafarers Money Purchase Pension Trust, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$2.10 for the full annual report, or 30 cents 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 to cover 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, Seafarers Money Purchase Pension Trust, 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, N.W., Washington, DC 20210.

## 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.*

## Mariners Reminded to Renew Z-Cards

In order to comply with U.S. Coast Guard regulations, all z-cards need to be updated by the end of 1999.

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

The renewal date depends on when the document was first issued. The renewal date is five years after the date the document was issued. If, for example, the z-card was issued in 1993, it will need to be renewed this year—1998.

If a mariner's z-card expired in June 1997, he or she has until June 1998 to renew—although the person will not be permitted to sail after June 1997 if the document has not been renewed.

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

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

## Unlicensed Apprentices Join Their First Ships



To help new seafaring students develop skills and identify the department for which they are best suited, the unlicensed apprentice program—including a 90-day shipboard training and assessment period—was developed at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. At left, SIU Honolulu Patrolman Jim Storm indicates on the shipping board that unlicensed apprentice Kyotaro Lopez has just been assigned to the *Overseas Washington*. Lopez is from a seafaring family living on "The Big Island" of Hawaii.

At right, Timothy Baldt (third from left) is the first unlicensed apprentice to join the *MV Faust*. Prior to the ship's departure from the Charleston, S.C. naval base, Baldt posed for this picture with (from left) *Faust* Captain Dean Kalukos, Steward Stephen Bird and SIU Safety Director Pat Vandergrift.





# 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.)

## Seafarers LOG Shows How Times Have Changed

I received my first copy of the *Seafarers LOG* and want to thank you for putting me on the mailing list. I read it twice before I put it down.

The contents were very different 40-50 years ago.

Henry G. Alder  
Arlington, Texas

## Mayaguez Crew Praises Retiring Captain Johnson

Captain John Johnson is a sailor who came up through the hawsepip. He started going to sea in 1948 as an ordinary scaman with the Army Transportation Service (ATS), which is now the Military Sealift Command. He joined the SIU in 1951 when the union hall was still on Beaver Street in New York. His first ship

for the SIU was the *Archers Hope*, a Cities Service tanker running to Australia.

Capt. Johnson received his full book in 1957. He sailed continuously through 1967 until retiring his book after receiving his mate's license. His last SIU ship was the *Azalea City*, a Sea-Land vessel on which he sailed as bosun.

Capt. Johnson has been with Navieras de Puerto Rico for many years. He has the admiration and respect of all of us who have been fortunate enough to have sailed with him during the last 46 years.



In top photo, John Johnson poses on the deck of the *SS Transeastern* in 1960. Thirty-seven years later, Capt. Johnson (left) thanks AB Frank Coceres (center) and Bosun Al (Gyrene) Caulder for building a new movie cabinet, book shelf and enclosed dart and game cabinet (in background) for the crew aboard the *Mayaguez*.

He has always been a sailor at heart, giving the same respect to licensed and unlicensed aboard his ships.

His wonderful wife, Mary Beth, would often accompany him on his voyages. This was a treat for the crew as she was always cheerful and pleasant with encouraging words or compliments. They would often walk the deck at sundown, reminding us all someone is waiting for us at home.

Capt. Johnson will be missed by all. We thank him for the many years he has been an SIU member and the years he has been there for us as captain. He has encouraged and pushed several SIU men to upgrade and get a license.

Captain Johnson, the crew of the *Mayaguez* and all the SIU sailors everywhere want to say, "Bless you and your family, and have a wonderful retirement. Your leadership has been an inspiration to us all."

Bosun Al (Gyrene) Caulder  
*Mayaguez*

## Fashion for a Good Cause



Six Seafarers found a philanthropic way to take a break from recent studies at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Bosun Richard Higgins, ABs Ray Henderson, David House, Claudio Romano and Bobby Gaudreau and QMED Bruce Freitas took part in a charity fashion show intended to benefit a southern Maryland elementary school for handicapped children. Good-naturedly dubbed "Beauty and the Beast" by its local organizers, the show took place in late October in Lexington Park, Md. Pictured here are SIU fashion plates (standing, from left) Romano, Henderson, House, Higgins, Freitas and (kneeling) Gaudreau.

## Know Your Rights

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

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

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

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

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

**CONTRACTS.** Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and conditions under which

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

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

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

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

**EQUAL RIGHTS.** All members

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

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

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

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

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

## SUMMARY ANNUAL REPORT FOR SEAFARERS WELFARE FUND AND SUBSIDIARY

This is a summary of the annual report for the Seafarers Welfare Fund and Subsidiary, EIN 13-5557534, Plan No. 501, 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 Statement

The value of plan assets, after subtracting liabilities of the plan, was \$19,744,955 as of January 1, 1996. During the plan year, the plan experienced an increase in its net assets of \$5,083,992. 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 \$43,726,063 including employer contributions of \$42,672,895, realized losses of \$156,950 from the sale of assets, earnings from investments of \$1,196,517 and other income of \$13,601.

Plan expenses were \$38,642,071. These expenses included \$4,345,067 in administrative expenses and \$34,297,004 in benefits paid to participants and beneficiaries.

### Your Rights To Additional Information

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

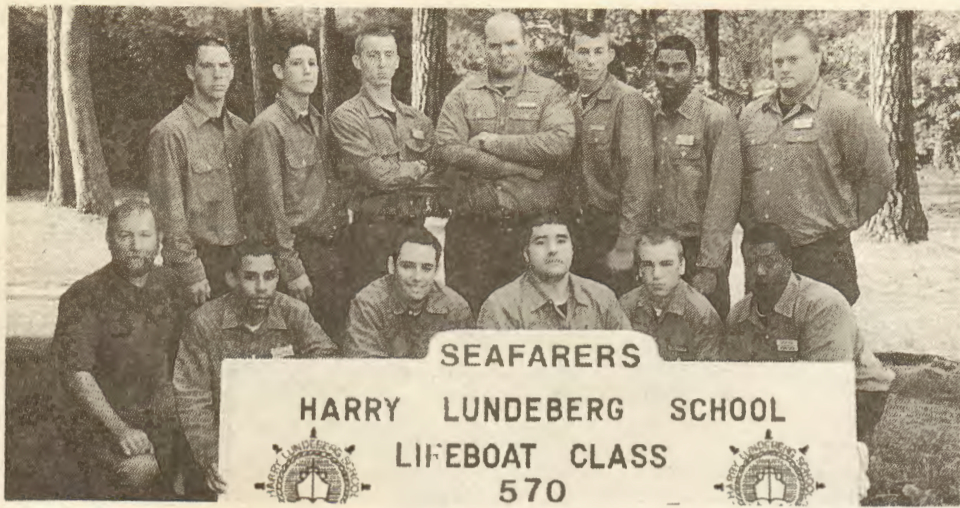
1. an accountant's report;
2. assets held for investment;
3. loans or other obligations in default; and
4. transactions in excess of 5 percent of plan assets.

To obtain a copy of the full annual report, or any part thereof, write or call the Board of Trustees, Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, MD 20746-4211; telephone (301) 899-0675. The charge to cover copying costs will be \$1.80 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 to cover costs given above does not include a charge for the copying of these portions of the report because 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, Seafarers Welfare Plan, 5201 Auth Way, Camp Springs, MD 20746-4211) 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, N.W., Washington, DC 20210.

# Lundeberg School Graduating Classes



**Trainee Lifeboat Class 570**—Graduating from trainee lifeboat class 570 are (from left, kneeling) Ben Cusic (instructor), Jose Villafane, Brad Mohica, Raynd Lopez, Jesse Cornelison, Rohmy Butler, (second row) Larry Rich, Russell Horton, Michael Bowers, Sven Bigg, William Krostek, Dhathi Baugh and Daryl Stewart.



**Tanker Familiarization/Assistant DL**—Upgrading graduates of the November 4 tanker familiarization/assistant DL class are (from left, kneeling) Richard Hitchcock, Bartow Bridges, Kim Higgins, Lovell Smith, LaRon James, (second row) Norman Lund, Maurice Baptiste, Erik Bradshaw, Arthur Outlaw, Kenneth Wells, Jonathan Weaver, (third row) Mark Jones (instructor), Richard Higgins, Bruce Freitas, Donald Lumpkins and Allen Hamond.



**Advanced Firefighting**—Receiving their advanced firefighting endorsements on November 6 are (from left, front row) Rick Redman (instructor), Walter Ritvasky, James Anderson, Mark Bosse, Robert Kendrick, (second row) John Leeter, John Dean, Steven Chapin, Sidney Horton, Dale Kirsch and Donnie Collins.



**Upgraders Lifeboat**—Completing the upgraders lifeboat class on November 10 are (from left, kneeling) Ian Willoughby, Ernest Morrow, Joel Ramos, (second row) Ben Cusic (instructor), John Minor, Francis Washington Jr. and Mario Ruiz.



**Able Seaman**—Marking their graduation from the able seaman class on November 12 are (from left, kneeling) Robert Etheridge, Wallace William, Teodoro Martinez, Tom Gilliland (instructor), Keith May, (second row) Raymond Henderson, Kevin Newsome, David Steinberg, Laurentis Colbert, David House and Stephen Roell.



**Advanced Firefighting**—A second group receiving their advanced firefighting endorsements on November 6 are (from left, kneeling) Bobby Javier, Liberato Viray, Shawn Fujiwara, John Rawley, Michael Rueter, John Smith (instructor), (second row) Charles Williams, Jesus Gonzaga, Everette Sanders, Joseph Colangelo, Christopher Edyvean, Silvio Lino, Johnny Holmes, Christopher Kalinowski and Thomas Wybo.



**LNG Recertification**—The four-day LNG recertification course was completed on November 6 by the following upgrading students: (from left, first row) Michael Amador, Jon Beard, Les Farrell, Stephanie Hendrick, James White, (second row) Claudell Blakely Jr., Thalys Ealy, Gary Frazier, Sal Brahim, Stormie Combs (instructor), (third row) John Arnold, Kevin Conklin, Doyle Cornelius, Wagner Pellerin and Marcos Hill.

**Hydraulics**—SIU members completing the hydraulics class on November 13 are (from left, kneeling) Jeffrey Levie, Tesfaye Gebregziabher, (second row) Eric Malzkuhn (instructor), Rogelio Ybarra and Michael Brennan.



## LUNDEBERG SCHOOL 1998 UPGRADING COURSE SCHEDULE

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

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

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

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	February 9	March 6
	March 9	April 3
	April 6	May 15
Radar Observer/Unlimited	March 23	April 3
Celestial Navigation	March 2	April 10
Special Able Seaman/Lifeboat	February 16	March 6

### Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Water tender & Oiler	February 23	April 3
Refrigeration Systems & Maintenance	February 16	March 27
Advanced Refrigerated Containers	March 30	April 24
Diesel Engine Technology	March 30	May 8
Power Plant Maintenance	February 16	March 27

### Steward Upgrading Courses

Course	Start Dates Only
Certified Chief Cook/Chief Steward/Galley Operations	February 9, February 23, March 9, March 23, April 6, April 20

### Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/Assistant (DL)	February 2	February 21
	March 2	March 21
	March 30	April 18
	April 27	May 16
LNG Familiarization	April 20	April 24
Basic Firefighting	February 9	February 13
	February 23	February 28
	March 23	March 28
	April 20	April 25
Advanced Firefighting	March 2	March 14
	April 6	April 18
	April 20	May 5
Government Vessels	March 9	March 27
	March 30	April 17
	April 20	May 8
Tankerman (PIC) Barge	February 16	February 20
Water Survival	February 23	March 7
	March 23	April 4
	April 20	May 2

### Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	February 23	April 6
LNG Recertification	February 9	February 13

### Academic Department Courses

Course	Start Date	Date of Completion
General Educaiton Courses	March 30	May 8
Introduction to Computers	Self-study	

In addition, basic vocational support program courses are offered throughout the year, one week prior to the AB, QMED, FOWT, Third Mate, Tanker Assistant and Water Survival courses.

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

Telephone \_\_\_\_\_ Date of Birth \_\_\_\_\_

Deep Sea Member  Lakes Member  Inland Waters Member

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

Social Security # \_\_\_\_\_ Book # \_\_\_\_\_

Seniority \_\_\_\_\_ Department \_\_\_\_\_

U.S. Citizen: Yes  No  Home Port \_\_\_\_\_

Endorsement(s) or License(s) now held \_\_\_\_\_

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

If yes, class # \_\_\_\_\_

Have you attended any SHLSS upgrading courses?  Yes  No

If yes, course(s) taken \_\_\_\_\_

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

Yes  No Firefighting:  Yes  No CPR:  Yes  No

Primary language spoken \_\_\_\_\_

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: \_\_\_\_\_ Rating: \_\_\_\_\_

Date On: \_\_\_\_\_ Date Off: \_\_\_\_\_

SIGNATURE \_\_\_\_\_ DATE \_\_\_\_\_

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

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

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The

# Seafarers Log

Volume 60 Number 1

January 1998

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

SUMMARY ANNUAL REPORTS

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## Roger Horton Captures His Love of the Sea At Work, at Home and on Canvas

For Captain Roger Horton, the sea has been a major part of his life.

A Seafarer since 1971, the Crowley captain actually has been working on the water for all but 15 of his 55 years.

His first job was as a commercial fisherman before serving in the U.S. Army Transportation Corps during the Vietnam War. After seeing time in Southeast Asia, Horton was assigned as an instructor in the Army's deck officers' course at Fort Eustis, Va. because of his background aboard vessels.

### Union Roots

When his tour with the Army was completed, Horton headed back to the Gulf region and assisted in the SIU's effort to organize Moran of Texas.

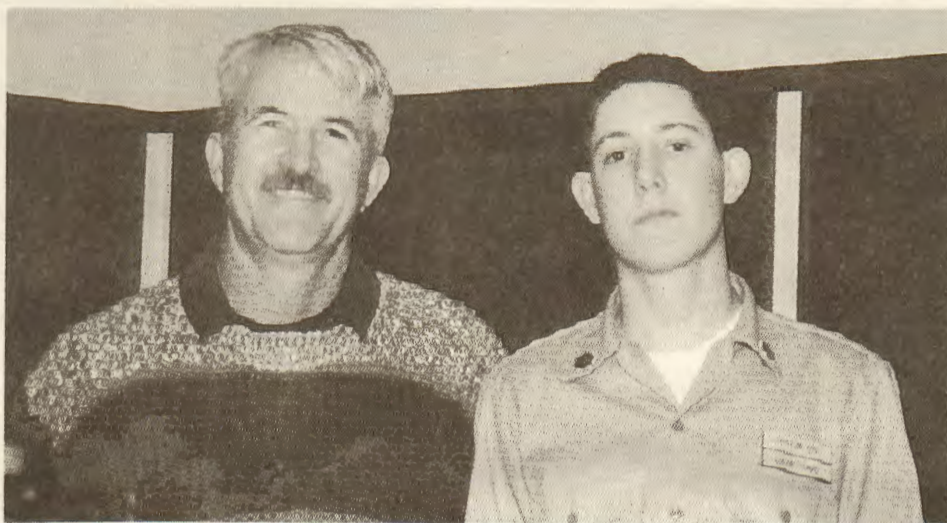
"I became involved and have stayed involved with the union because of the benefits and pay and because my father was a union member in the auto industry," Horton recalled.

SIU Vice President Gulf Coast Dean Corgey, who has known Horton since their youth, said the boatman was instrumental in the Moran drive. "He was very active and able to talk to many of his fellow workers. He knew what unions are about, how they work and how they could help."

After sailing with Moran until 1985, Horton moved on, and now is working aboard Crowley tugboats. Some of his assignments, including one late last year, have taken him across the Atlantic.

"We just completed a 16,000-mile round-trip tow with oil rigs on the *El Lobo Grande II*," Horton noted. "We were at sea for 91 days and never were off the vessel. We even fueled offshore."

The voyage took the SIU crew from



Captain Roger Horton (left) tours the Paul Hall Center's shiphandling simulator with his son, Russell, a student in the unlicensed apprentice program. The elder Horton surprised his son by upgrading at the center at the same time Russell was training there during the month of November.

Jacksonville, Fla. to Corpus Christi, Texas to pick up the equipment. From the Gulf of Mexico, the tug sailed to Nigeria.

Despite the many days he has spent aboard vessels for work, Horton's love of the sea extends to his personal life as well. Several times his family has called a yacht, tug or houseboat home, according to his son, Russell, who is training in the Paul Hall Center's unlicensed apprentice program. There even were times when the family would sail to a location in the Gulf or Caribbean to meet the elder Horton while he was working.

### Nautical Painter

Captain Horton also is an accomplished painter of maritime scenes. Several of his works hang in the Houston SIU hall.

"I paint ships, tugs—anything on the water," he said. "I'll paint while I'm home. I have done it at sea during my time off."

His work is so highly regarded that some of his original paintings have sold for several thousand dollars each.

The subjects of his artwork range from Viking and New World exploration vessels to Revolutionary War-era armadas to World War II battle scenes to modern day tugs and tankers.

### Family of Seafarers

As noted above, Captain Horton is not the only member of the family interested in working aboard tugs and ships. Besides Russell, another son, Scott, has sailed as an AB with the union and an uncle, Jimmy Corsoro, also is an SIU boatman.

While he is preparing to be shipped aboard a deep sea vessel in the unlicensed apprentice program, Russell said he hopes to follow in his father's footsteps and become a tugboat captain.

"I know it will take a while, but I want to learn as much as I can," the younger Horton stated.

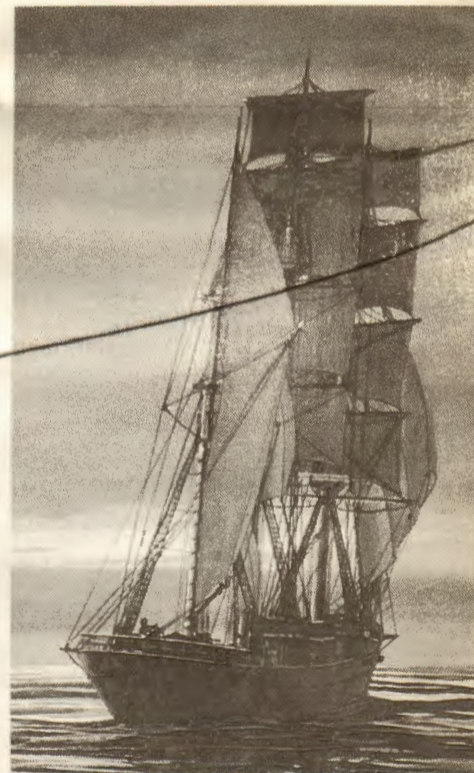
He already has some shipboard experience, having worked on tugs in his hometown of Pensacola, Fla. And, as a youngster, he sailed once with his father from Florida to Columbia and back.

### November Surprise

Russell was surprised in November to discover his father was upgrading at the Hall Center at the same time he was in the first trimester of the unlicensed apprentice program. "He told me he would come up to visit while I was in the school, but I didn't expect him to be a student."

Captain Horton took advantage of time off his vessel to enroll in a one-day radar refresher course. He remarked on how much the facility had changed since his last visit to Piney Point, Md. about 15 years ago when, as fleet delegate for Moran Seafarers, he participated in contract negotiations.

Both Hortons said they would like the opportunity to sail with the other should their career paths allow it.



The photo above and two below are black and white reproductions of some of the nautical scenes painted by Captain Roger Horton over the years. Several of his works hang in the SIU hall in Houston.

