



The

Volume 59 Number 8

August 1997

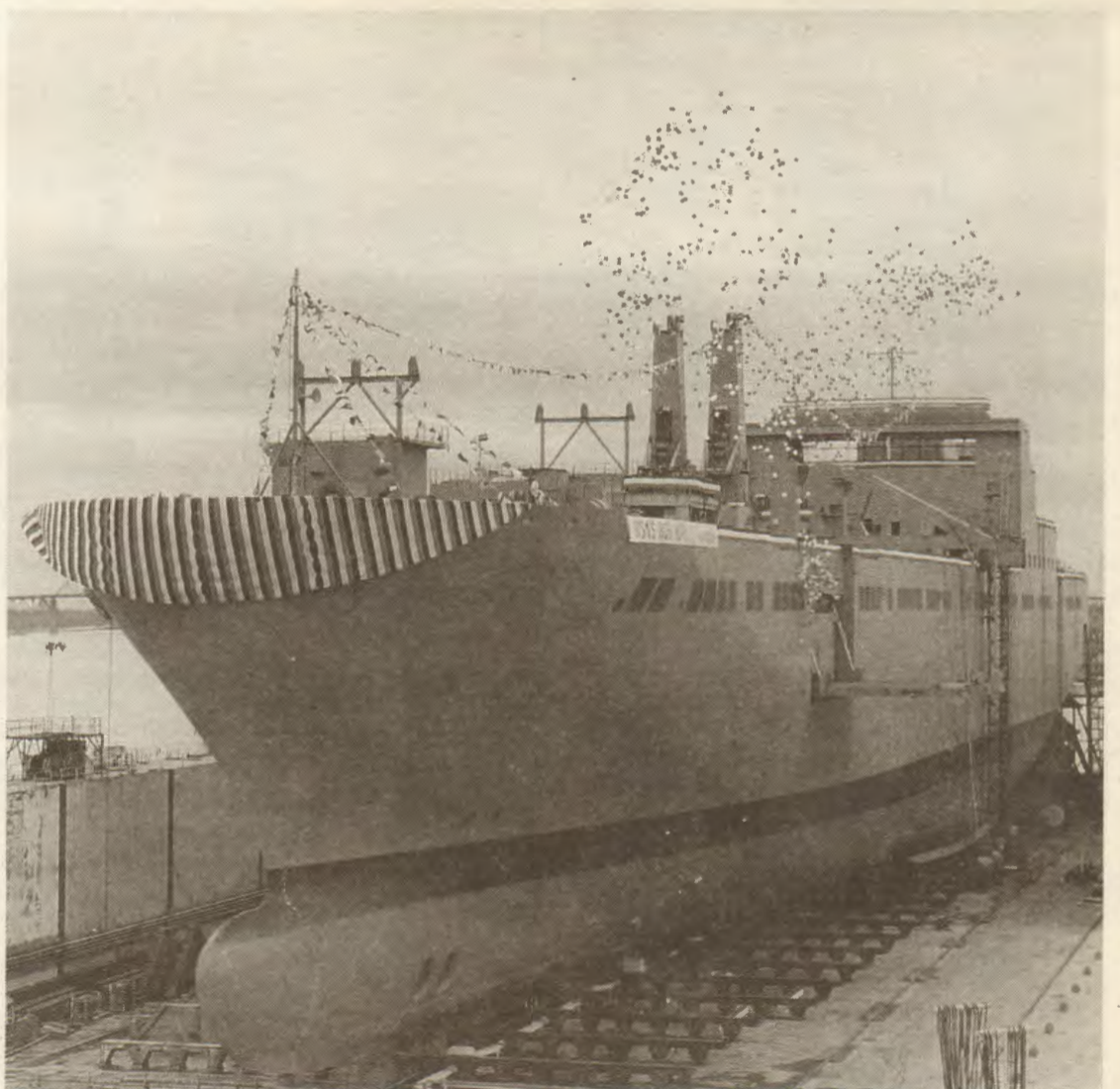
Seafarers Log

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

'On the Road to . . . ' New Jobs

SIU Will Crew Bob Hope Ships

**Seafarers Gain
Hundreds of New
Jobs as
Military Sealift
Command Awards
Crewing to SIU-
Contracted Maersk.
Eight New
Prepositioning
Ships Are Included
In July 31
Announcement**



Seafarers are expected to go up the gangway of the *USNS Bob Hope* before the end of the year. The newly constructed prepositioning ship was christened in March. SIU-contracted Maersk Line Limited of Norfolk, Va. won the award for crewing this and seven other new Military Sealift Command vessels.

President's Report

Meeting the Vision

Thirty years ago this month, the gates of a former U.S. Navy torpedo base in Piney Point, Md. opened to receive the first trainees to attend the Seafarers Harry Lundeberg School of Seamanship.



Michael Sacco

That was a momentous occasion for those of us who have been involved in this process from the beginning. The union was consolidating the training and upgrading procedures for SIU members to one central location. And this site had the needed benefit of being waterfront property, so training could take place on working vessels as well as in classrooms.

The first Seafarers to attend Piney Point in 1967 must have wondered what they had gotten themselves into. The property contained old wooden military barracks, a two-story hotel, some piers and plenty of land. What was the union thinking when it acquired this tract in the middle of nowhere?

But at the helm of the SIU at that time was a man who had the vision of what such a training facility should and could become. That man was Paul Hall, who knew that education played a major role in any individual's advancement.

Hall constantly stressed the need for members to better themselves, and education was the key to that process. During the 1950s, he led the SIU in implementing its program of upgrading the skills of its members—as well as providing basic training for newcomers—at halls in New York, Baltimore, Mobile, New Orleans and Houston. By the mid-1960s, with the buildup of American forces in Vietnam, Hall foresaw a central training location that could expand with the needs of the U.S.-flag fleet.

That was his vision of Piney Point when the SIU acquired it in 1967.

And that is still the vision of the Paul Hall Center for Maritime Training and Education.

While the grounds may not look the same, the goals set 30 years ago remain true. The Paul Hall Center, which includes the Lundeberg School, is the premier training facility for merchant mariners in this country, and I dare say, the world.

While ratings for mariners like able seaman, electrician and steward are still used today, the jobs performed by Seafarers with these titles are far different than they were 30 years ago. Automation, containerization, computerization, government regulations and international treaties have meant new job skills for merchant mariners. Yet through it all, the Paul Hall Center has been meeting—and exceeding—the new demands placed before our members.

In the last several years, the center has introduced courses designed to help SIU members aboard tankers meet the challenges set forth by the Oil Pollution Act of 1990 (OPA '90). Seafarers now receive special training in the prevention and containment of oil spills and other hazardous materials. In order to meet Environmental Protection Agency standards also stemming from OPA '90, the center offered classes in different parts of the country to teach members how to properly handle refrigerants.

Just in the last 12 months, the Paul Hall Center has prepared Seafarers for the onset of amendments to the International Convention on Standards of Training, Certification and Watchkeeping (STCW) by expanding its curriculum, including the additions of new courses for bosuns, ABs and pumpmen.

In getting the membership ready to meet the new requirements aboard U.S.-flag vessels, the center also looked out for them in another way. Just three months ago, it began issuing the first U.S. Coast Guard-approved training record books, which were designed by the center's staff to help Seafarers comply with existing and upcoming international regulations. These books take the place of carrying an assortment of documents, certificates and papers required by international port-state control inspectors.

And the center has not stopped there. It recently restructured the overall steward training program and revised the entry-level course to include apprenticeship instruction aboard SIU-contracted vessels.

As we celebrate Paul Hall's birthday this month, all Seafarers have reason to be proud of the center named for the late SIU president and its record of excellence. SIU members have benefited greatly from Paul Hall's dream and from the dedicated efforts of everyone associated with the facility.

Thirty years ago, Piney Point was the beginning of Paul Hall's vision to provide Seafarers with the training needed to be competitive in the changing maritime industry. Today, the Paul Hall Center continues that vision with its sights firmly set on meeting and exceeding whatever challenges may face the fleet in the next century.

Volume 59, Number 8

August 1997

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

Communications Director, Daniel Duncan; Managing Editor, Jordan Biscardo; Associate Editor/Production, Deborah A. Hirtes; Associate Editor, Corrina Christensen Gutierrez; Art, Bill Brower; Administrative Support, Jeanne Texor.

Copyright © 1997 Seafarers International Union, AGLIWD All Rights Reserved.

'On the Road to . . .' New Jobs

SIU Will Crew 8 MSC RO/ROs

In a development that will mean hundreds of new jobs for Seafarers, the union late last month confirmed that SIU members will crew eight roll-on/roll-off (RO/RO) prepositioning ships being built for the U.S. Military Sealift Command (MSC).

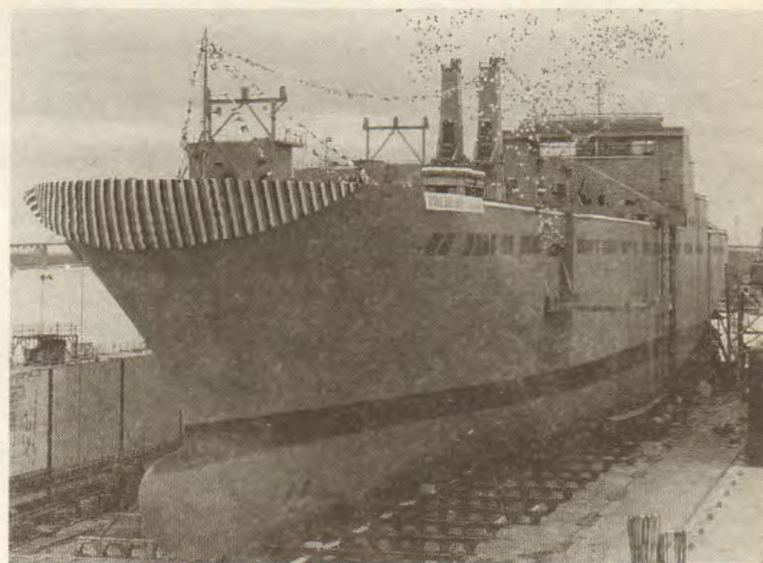
As the *Seafarers LOG* went to press, MSC announced the awarding of a contract to Maersk Line Limited of Norfolk, Va. for the operation and maintenance of the eight vessels—four Bob Hope class ships being constructed at Avondale Shipyards in New Orleans and four Watson class vessels being built at National Steel and Shipbuilding Company (NASSCO) in San Diego.

Those vessels are scheduled for delivery on various dates between 1998 and 2000. They will join MSC's Afloat Prepositioning Force and will be fully loaded with wheeled and tracked vehicles for the U.S. Army.

The *USNS Bob Hope*, christened in March, is slated to be the first of the eight ships delivered. SIU members will begin crewing the 950-foot vessel later this year.

"This announcement means one thing: jobs for Seafarers," stated SIU President Michael Sacco. "It's another example of how the SIU constantly looks out for the jobs and job security of the membership."

SIU Vice President Contracts Augie Tellez pointed out that as part of the SIU's bid to crew the vessels, the union "put together a package designed to efficiently meet the requirements of this important contract. That includes



Christened at Avondale Shipyards in New Orleans in March, the *USNS Bob Hope* is slated for delivery to the U.S. Military Sealift Command early next year. The prepositioning ship will be crewed by SIU members.

comprehensive training for the crews and incentives for retaining experienced crews."

The new RO/ROs are part of a multi-ship package designed to help rectify the shortage of American strategic sealift capability identified after the Persian Gulf War. Also included are five converted RO/ROs already crewed by Seafarers and operated by Bay Ship Management (the *USNS Yano*, *USNS Shughart*, *USNS Gordon*, *USNS Soderman* and *USNS Gilliland*).

In addition to the fact that the *Bob Hope* is the first MSC ship named for an entertainer, another notable aspect of the vessel is its

sheer size. The T-AKR 300 ship is 105.9 feet wide and displaces more than 62,000 tons. The *Bob Hope* also features more than 300,000 square feet of cargo space, can transport up to 1,000 tanks and vehicles, and can sail at 24 knots.

Hope, 93, was honored by the Navy for his 55 years of entertaining U.S. troops all over the world, in peace and war. "He always made the extra effort to be there at the most difficult time of the year, when separation from family is the toughest," Navy Secretary John Dalton said.

Hope and his wife of 63 years, Dolores, attended the christening March 15.

Seafarers Join Hundreds to Demand Justice for Fired Sprint Workers

SIU members joined hundreds of other trade unionists and international labor officials July 14 in front of Sprint Corp. headquarters in Washington, D.C. to demand justice for Latino workers who were illegally fired three years ago when the telecommunications giant shut down its San Francisco operations to thwart a union organizing drive.

On July 14, 1994, only eight days before the workers were scheduled to vote for union representation by the Communication Workers of America (CWA), Sprint closed its San Francisco Latino telemarketing operation, Sprint/La Conexión Familiar, and fired all 177 workers, who were mostly Hispanic women. (Ironically, La Conexión Familiar translates to English as "The Family Connection.")

"Defending an American worker's right to join a trade union is critical," stated Antoinette Spangler, a steward department member who sails from the port of New York. "This rally for the Sprint workers demonstrates the strength and unity of the labor movement and proves that we will not tolerate the abuse of our union brothers and sisters," added Spangler, who graduated from the Lundeberg School's entry level training program in 1981.

On December 30, 1996, the National Labor Relations Board ruled that Sprint's decision to close the La Conexión Familiar office just one week before a scheduled union election directly violated federal labor law. As a result, Sprint was ordered to rehire the workers with full back pay and benefit compensation, plus inter-

est. However, the company has appealed the ruling, thereby further delaying the workers from receiving their jobs as well as the more than \$12 million owed them.

International Support

AFL-CIO President John Sweeney informed the crowd assembled in Washington that similar demonstrations were taking place at 15 different Sprint locations around the country as well as in Mexico, Canada and Europe.

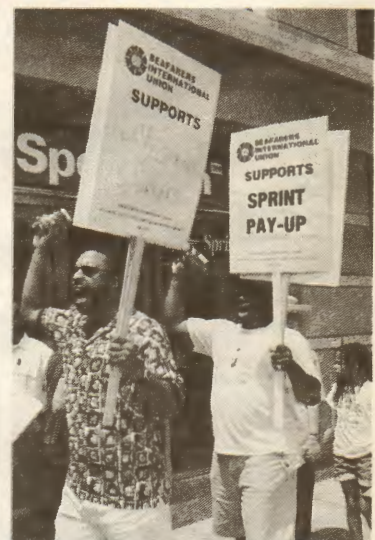
"Sprint is a corporate criminal because it discriminates against workers, steals their dignity and cheats them out of wages and benefits. Sprint is a corporate criminal because it has violated the right of workers to have free speech, freedom of assembly and the right to form or join a union," stated the president of the national labor federation, to which the SIU belongs.

Others Voice Views

In addition to Spangler, eight other Seafarers attended the Washington demonstration, which took place at midday in 100 degree heat.

"It was an incredible experience to stand with my union brothers and sisters and demand justice and fairness for the Sprint workers. I think our message came through loud and clear," reflected Franchesca Rose, a 33-year-old chief steward, who recently signed off the *Liberty Sun*.

Michael Pooler, a steward department member who sails from the port of Norfolk, Va. noted, "It was an exhilarating experience, and I am proud to be



SIU members Lee Frazier (left) and Kenneth Whitfield protest outside Sprint headquarters in Washington, D.C. on July 14.

a member of the SIU—a union that stands strong and tall beside our fellow brother and sister trade unionists." Pooler joined the SIU in 1987 in the port of San Francisco.

Also noting the significance of the rally was Floyd Bishop, a chief steward who sails from the port of Jacksonville, Fla. "The demonstration was great. The message that we sent was clear: We are America's union workers and we are proud, strong and united. Union busting will not be tolerated."

Also participating in the rally in front of Sprint headquarters were Seafarers Lee Frazier, Phillip Orlanda, Amy Rippel, Gwendolyn Shinholster and Kenneth Whitfield and members from the SIU-affiliated United Industrial Workers.

Ryan Refutes Jones Act Foes

Head of Lake Carriers' Association Answers Attacks on Nation's Freight Cabotage Law

Citing a number of inaccuracies and distortions in the arguments by opponents to the Jones Act, the head of the Lake Carriers' Association—an organization of U.S.-flag carriers (including several SIU-contracted companies) sailing on the Great Lakes—offered the facts behind the fabrications to the sponsor of House legislation designed to gut the nation's freight cabotage law.

George J. Ryan, the association's president, dispelled several of the stories being put forth by an anti-Jones Act coalition in a June 27 letter to U.S. Representative Nick Smith (R-Mich.). Many of the charges leveled against the Jones Act were presented during a June 18 press conference called by Smith to introduce legislation that would allow foreign-flag ships with foreign crews to sail in the U.S. coastwise trade.

Dispels Salt Story

Ryan refuted statements made by the anti-Jones Act group that there are no U.S.-flag vessels available to carry salt from one Great Lakes port to another by pointing out nine vessels presently compete for the trade.

"The statement that the Jones Act forces Buffalo (N.Y.) to buy

Canadian salt does not withstand statistical analysis," Ryan said in his letter. "According to the U.S. Army Corps of Engineers' publication *Waterborne Commerce of the United States*, Buffalo gets the vast majority of its ship-delivered salt in U.S.-flag vessels."

He then produced the statistics showing Buffalo received no salt shipments in 1990, 1991, 1993 and 1995 from Canadian-registered vessels. In 1992 and 1994, U.S.-flag ships delivered far more tons of salt than did Canadian vessels.

Sinks N.C. Grain Claims

Ryan recounted the story that North Carolina agribusinesses are not able to move U.S. grain from the Great Lakes to their farms in North Carolina on U.S.-flag ships because of supposed high transportation costs.

"It is true that a Canadian carrier moved one grain cargo from Thunder Bay, Ontario to Wilmington, N.C. a few years ago, but a single delivery hardly represents a thriving trade. Furthermore, this experiment with vessel delivery was not entirely successful. The port of Wilmington lacks a grain-receiving facility, so the unload was lengthy and plagued by spillage,"

Ryan pointed out.

Another problem with a Lakes/North Carolina trade is the winter closure of the St. Lawrence Seaway. Any East Coast customer who initiates such service will still have to engage the railroads or truck lines for deliveries from late December until early April, Ryan noted.

"Vessel delivery primarily served as a negotiating ploy with the railroads, and North Carolina interests must be satisfied with all-rail delivery or they would not have signed a three-year contract with CSX for transport of their annual requirements," he continued.

Ryan then reminded the congressman that several U.S.-flag carriers had made offers which included building or retrofitting vessels to carry grain from the Great Lakes to the North Carolina facilities, but never received any response.

Counters Steel Concerns

To the claim that the Jones Act hampers U.S. steel manufacturers

from moving their product by ship from the East Coast to the West Coast, Ryan said the concern actually "is one of logistics, not cabotage. A cargo originating in North Carolina must travel down to and through the Panama Canal, and then back up to West Coast ports. The length of the voyage long ago made waterborne transport non-competitive with trains and trucks that dash across the country in a matter of days."

In countering another claim involving steel, he pointed out U.S. steel manufacturers are being hurt not by transportation costs but by the large amount of foreign steel, particularly from Russia, being dumped on the American market.

"The American steel industry is filing trade complaints against subsidized foreign steel, not the Jones Act," Ryan informed Smith.

In closing, Ryan invited Smith to visit a U.S.-flag vessel operating on the Great Lakes. He



George J. Ryan

offered to work with him to answer any questions or concerns the congressman may have about the U.S.-flag fleet.

Smith's legislation, the Coastal Shipping Competition Act (H.R. 1991), has not been scheduled for a hearing before either the House Merchant Marine Oversight Panel or the Maritime Transportation Subcommittee. H.R. 1991 has 13 members aboard as sponsors, while a resolution calling for no changes in the Jones Act has more than 200 signatures from representatives from both parties.

MarAd Finalizes Regs for Maritime Security Program

The U.S. Maritime Administration (MarAd) last month announced that it has finalized regulations implementing the Maritime Security Program (MSP).

MarAd had issued an interim final rule in October 1996 which allowed the Department of Transportation agency to initiate the program. The MSP authorizes \$100 million annually through the year 2005 to support the operation of approximately 50 militarily useful U.S.-flag vessels.

The companies whose vessels are part of the MSP agree to make their ships and land-based infrastructure available to the U.S. armed forces in case of war or national emergency. These vessels also may carry military cargo in times of peace.

The final rule incorporates a number of fairly minor changes based on comments received by MarAd from maritime unions, vessel operators, representatives of U.S. shipyards and U.S. insurers providing marine hull insurance. Those revisions essentially are clarifications, rather than major modifications.

President Clinton signed the Maritime Security Act last year. The SIU threw its full backing behind the legislation, which enjoyed strong bipartisan support in both houses of Congress.

Several SIU-contracted companies have enrolled ships in the MSP.

MTD, SIU Support Veterans' Status For All World War II Merchant Mariners

The AFL-CIO Maritime Trades Department (MTD), joined by the SIU and four other maritime unions, has petitioned the Department of Defense to extend the current cutoff date for veterans' status for the World War II merchant marine.

The MTD on July 30 submitted a comprehensive report to the Defense Department's Civilian/Military Service Review Board detailing why the cutoff date should be changed from August 15, 1945 to December 31, 1946. The account supports a recent application made by a group of U.S. merchant marine veterans to extend the date.

"The law, the facts, and the record warrant, without question, approval of this group's application," stated MTD Executive Secretary-Treasurer Frank Pecquex in introducing the department's report.

Joining the MTD in its petition are SIU President Michael Sacco, who also serves as president of the MTD; Captain Timothy Brown, president of the Masters, Mates & Pilots; Rene Lioeanjie, president of District No. 4/National Maritime Union/MEBA; Michael McKay, president of the American Maritime Officers; and Alex Shandrowsky, president

of the Marine Engineers' Beneficial Association. (The MTD is composed of 33 unions, including the SIU, representing about 8 million members.)

At issue is a Defense Department decision which, the MTD contends, arbitrarily contradicts a declaration by President Harry Truman. The president declared December 31, 1946 as the end of World War II hostilities. Yet the Defense Department in 1988, when it first gave veterans' status to mariners, fixed the merchant seamen's cutoff date as August 15, 1945 (the day the Japanese surrendered). Merchant mariners who shipped out after August 15 are not considered war veterans, even though military personnel who began serving during that same time received war veterans' status.

As noted in the MTD petition, "The interdependence that existed between the merchant marine and our nation's Armed Forces existed throughout the entire period of World War II. The fact that thousands of U.S. merchant vessels continued to sail under government authority on military missions

The House Coast Guard and Maritime Transportation Subcommittee approved an amendment to the Fiscal Year 1998 Coast Guard Authorization Bill that is designed to keep unsafe foreign-flag vessels from carrying U.S. government-impelled cargo.

Introduced by U.S. Representative Bob Clement (D-Tenn.) during the subcommittee's July 16 hearing, the amendment would prohibit U.S. preference cargo from being transported for one year by vessels that have violated an international safety convention as noted by the Department of Transportation agency.

The amendment also would target owner/operators who have a history of vessels on the Coast Guard's Port State Control Program list, which monitors



The House Coast Guard and Maritime Transportation Subcommittee approved an amendment by Rep. Bob Clement (D-Tenn.) that would keep substandard foreign-flag ships from carrying government-impelled cargo.

ships with hazardous conditions in U.S. ports, by keeping any of their ships from carrying U.S. cargo for one year. Among the items Coast Guard inspectors look for are safety violations, which include hull and superstructure damage as well as inadequate life-saving and firefighting provisions for the crewmembers.

A vast majority of the vessels found on the list sail under runaway flags, meaning the owners register the ships in non-traditional maritime nations to avoid the labor, safety, wage and tax laws of their home countries. Such vessels generally employ poorly trained, underpaid crews from undeveloped nations. The ships also tend to be badly maintained.

Clement, who serves as the highest ranking Democrat on the subcommittee, recalled asking the Coast Guard during a May 1 subcommittee hearing if any ships listed by the agency as being substandard were contracted to carry government-impelled cargo.

"The results were alarming," Clement stated in presenting the amendment.

Of the 476 foreign-flag vessels detained by the Coast Guard in 1996, 69 of them had moved preference cargo sometime between 1992 and 1997. Also, 22 owner operators found on the Port State Control Program's list had ships that carried the government-impelled goods during the same five-year period.

"According to the Coast Guard, as many as three ships per week lose power or steering in U.S. waters," the congressmen pointed out. "That is three times a week when a vessel risks the possibility of colliding with another ship or crashing into a crowded shore."

"It is appalling that our government would use these ships that the Coast Guard has deemed unsafe."

The amendment would require U.S. government agencies to review the Coast Guard's web page for safety records of any ship being considered for a charter.

Clement stated the adoption of this amendment would send a signal to the nations of the world that all countries need to remove incentives to charter low-cost, unsafe ships.

"The best way to get unsafe vessels off our waters is to get people to stop hiring them to transport their goods," Clement added.

As the *Seafarers LOG* went to press, the Coast Guard Authorization Bill was cleared by the House Transportation and Infrastructure Committee. Next, it will be considered by the whole House of Representatives and then head to the Senate for consideration.

Continued on page 7

West Coast Seafarers Receive TRBs

Members Applaud Usefulness, Convenience of Document



Seafarers who received their training record books during last month's meeting in San Francisco proudly display their new documents.



Approximately 150 Seafarers and their families turned out for the meeting at the San Francisco hall.



Gathering aboard the *Sea-Land Defender* to talk about the TRB and other important issues are (from left, standing) SIU Executive Vice President John Fay, Chief Cook John Stein, SIU Vice President West Coast George McCartney, Bosun John Schoenstein, AB Jessie James, SIU President Michael Sacco, Bosun Jim Foley and (kneeling) SIU San Francisco Port Agent Nick Celona.



Posing for a photo following a meeting on the *Manoa* are (from left, back row) Assistant Cook Luis Diaz, SIU Executive Vice President John Fay, SIU President Michael Sacco, Chief Steward Ivan Zuluaga, SIU Vice President West Coast George McCartney, Chief Cook C. Allen, (front row) SIU San Francisco Port Agent Nick Celona and Lundeberg School Acting Vice President Nick Marrone.



QMED Rafael Clemente (left photo) and Bosun Paul Grepo (right) each receives his TRB from SIU President Michael Sacco during last month's meeting in San Francisco.



The SIU last month conducted special meetings at the San Francisco hall and aboard two Seafarers-contracted ships in order to continue issuing training record books (TRBs) to members as well as providing descriptions of how the pocket-size documents work.

Jointly developed by the union and the Paul Hall Center for Maritime Training and Education, the TRB, which is accepted by the U.S. Coast Guard, is designed to assist Seafarers in complying with new and upcoming regulations affecting merchant mariners throughout the industry.

Seafarers and their families packed the San Francisco hall July 17 for a meeting that featured presentations of TRBs to members. Many other topics also were covered, including new and revised courses at the Hall Center's Lundeberg School of Seamanship, international standards for merchant mariners, the Seafarers Money Purchase Pension Plan, and current and potential shipboard employment opportunities for SIU members.

SIU President Michael Sacco, Executive Vice President John Fay, Vice President Contracts Augie Tellez and Hall Center Acting Vice President Nick Marrone were on hand to explain the various issues and answer members' questions.

"I thought the whole meeting was really great," stated Electrician Mohamed Abdullah. "The new book is impressive, all the information is right there."

"And our union is in good shape as far as jobs, which is the bottom line. Between the job

opportunities we have and the training available at our school, everything you need is right there. I'm really proud of our situation."

Recertified Bosun John Schoenstein praised the union for its initiative in being the first organization to publish a Coast Guard-accepted TRB.

"It's also important to remember what Augie pointed out—that this book can only help us," remarked Schoenstein, a 30-year member of the SIU. "The only information it contains is positive information."

"I also like the fact it's small enough to easily carry with you."

Similarly, Electrician Larry Harris described the TRB as "a great way to verify that you have all the background information in one place. The TRB is a great idea, and the meeting was very informational."

TRBs also were presented to Seafarers aboard the *Sea-Land Defender* and the *Manoa*, operated by Matson.

Receiving their TRBs at the union hall were Harris, Abdullah, Victor Frazier, Godofredo Melad, A. Mohamed, James Rader, Mercurion Abuan, Lito Agosta, Jon Blasquez, Patrick Briggs, Rafael Clemente, Elizabeth Coss, Donald Ganung, Robert Gregans, Paul Grepo, Sheng-Jen Hsieh, Erik Jensen, Michael Noble, Stanley Paea, George Pino, Sonya Rabbon, Aldo Santiago, John Sokolik, Alvin Solomon, James Sucey, Jesse Ulibas and Oscar Wiley.

Seafarers aboard the *Sea-Land Defender* who received a TRB included Schoenstein and Jessie James, while Luis Diaz, Ivan Zuluaga and C. Allen each

received a book aboard the *Manoa*.

Proof of Documentation

The TRB mainly was developed to help standardize proof of documentation for port state control under both the International Safety Management Code (ISM) and the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW), including the 1995 amendments to that convention. It contains sections for listing a mariner's training as well as his or her demonstrations of various shipboard competencies.

TRBs are being issued through the Hall Center to all deep sea, Great Lakes and inland Seafarers. Although there is not yet a fixed date by which SIU members must carry a TRB in order to sign on a ship, the school hopes to equip every Seafarer with a TRB by the end of the year, and members are urged to apply for the books as soon as possible.

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

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

Training Record Book Application

Name _____

Date of Birth _____ SSN _____

Home Phone Number _____

Address _____

City _____ State _____ Zip Code _____

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

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

Have you ever attended any SHLSS Upgrading Courses? Yes No

Book Number _____ Home Port _____ Department _____

(where you want book sent to)

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

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

Signature: _____ Date _____

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

→ or give completed application to port agent

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

Osprey Saves Russian Mariner

The SS *Osprey*'s first voyage since the Gulf War proved anything but routine, as the Seafarers-crewed vessel recently rescued a Russian mariner in the Aegean Sea.

After discharging a cargo of farm equipment June 2 in the Russian ports of Illychevsk and Novorossiysk, the *Osprey*, operated by Osprey-Acomarit Ship Management, began its return voyage to the U.S. East Coast when crewmembers spotted the Russian seaman. According to the account filed by the *Osprey*, Captain John Torjusen called out all hands for lookouts as well as to verify everyone was accounted for.

The *Osprey* moved closer to the man in distress, then launched its port lifeboat. Quickly and efficiently, the lifeboat crew secured the Russian, Jakob Ivan, and brought him safely aboard ship.

After Ivan showered and

changed into dry clothing, an *Osprey* officer who understands a small amount of the Russian language learned that he had transferred earlier that day from the *Tuapse* to the *Kapitan Putilin* (both are Russian-flag tankers) "and was unhappy about it," Torjusen wrote. "Though he did not admit to it, I believe he jumped over the side."

The captain arranged to put Ivan ashore in Greece, which would have been a minor deviation from the *Osprey*'s route. However, Ivan "managed to say that he thought the *Tuapse* was in the area and he might be able to contact them on VHF," the report notes. "The *Tuapse* was nearby, so we set a course to intercept."

When the *Tuapse*'s captain confirmed that Ivan had been a crewmember aboard that vessel and agreed to pick him up at sea, the *Osprey* transferred him via

lifeboat "without incident."

In a letter to the *Seafarers LOG*, Captain Christopher B. Nette, operations manager at Osprey-Acomarit Ship Management, commended the mariners for their flawless rescue. "We are pleased to have a very professional, hard-working crew on the SS *Osprey* and they deserve recognition for their efforts," he wrote.

SIU members aboard the *Osprey* during the rescue were Bosun Robert Lindsay, ABs Duanne Costello, Francois Loiselle, Trawn Gooch, Justin Savage and Michael Williams, QMED Richard Williams, DEU Levi Rollins, OMUs Angelo Dunklin, Darrell McDonald and Stephen McCormick, Steward-Baker Justo Lacayo, Chief Cook Kevin Marchand, SA Tyrone Brazle and Unlicensed Apprentices Peter Hein and Daniel Wooster.



Crewmembers of the SS *Osprey* assist a Russian mariner aboard the ship after rescuing him in the Aegean Sea.

Labor Event Honors Angelos



SIU officials, city and state politicians and many other well-wishers participated in a recent event in Baltimore honoring Peter Angelos, owner of Major League Baseball's Baltimore Orioles and a labor lawyer. Sponsored by the Baltimore AFL-CIO Central Labor Council's committee on political action, the affair spotlighted Angelos' long record of backing union workers. Angelos frequently represented rank-and-file workers who had been harmed by asbestos contacted on the job. More recently, he was the only baseball owner who refused to use scab players during the baseball strike in 1995. Pictured above (from left) at the May 29 function are SIU Assistant Vice President Bob Pomerlane, Baltimore Sheriff John Anderson, Maryland Governor Parris Glendening and SIU Vice President Contracts Augie Tellez.

Gunstream Crew Rescues Woman Bitten by Alligator

The 12-6 watch is usually pretty uneventful aboard the SIU-crewed *Jesse B. Gunstream*, a Higman Barge Lines Inc. tug that moors on the south bank of the Gulf Intracoastal Waterway near the West Port Arthur (Texas) Bridge. But on the morning of June 19, as Tankerman Barrett Hickey was nearing the end of that watch, he heard strange sounds from outside the boat.

Upon investigating the source of the noise, Hickey spotted a woman thrashing about in the water and screaming that she had been attacked by an alligator.

With the help of other crewmembers aboard the tug, he pulled the 25-year-old Port Arthur woman aboard and tried to make her as comfortable as possible.

Ginger S. Norwood, personnel manager at Higman, said the crew tried to quiet the woman—who had puncture wounds on both legs and her rib cage in addition to scratches on her arms and abdomen—and keep her from going into shock. An ambulance was called to transport the stricken woman to the hospital.

Two alligators previously had been sighted by *Gunstream* crewmembers, and U.S. Coast Guard officials and Port Arthur hospital personnel indicated the wounds were consistent with alligator bites.

According to reports given to Coast Guard investigators, the woman had had a fight with her boyfriend and was trying to swim across the waterway when she got caught in a strong current and was attacked by the alligator. At the time Barrett found her, she had already swum about a mile.

The Seafarers aboard the tugboat received praise from the Coast Guard in Galveston, Texas in the form of a letter of recognition. Norwood added Higman's commendation of the events that transpired. "We are proud of the actions taken by the crew," she said.

In addition to Barrett, other crewmembers aboard the *Gunstream* were Capt. Tommy Adams, Relief Captain Wayne Williams and Tankermen Randall Cooper and Cecil Williams.

Higman Barge Lines Inc., based in Orange, Texas, operates tugboats and barges along the Gulf Intracoastal Waterway and its tributaries from Texas to Alabama.

Mobile Hall Doubles as Disaster Relief Site in Aftermath of Hurricane Danny

While Hurricane Danny wiped out tree limbs and roofs in Mobile, Ala. and its neighboring communities on the weekend of July 19-20, the real action in the SIU hall in that southern Alabama town began hours after the storm moved east.

In the storm's aftermath, the union's facility has been serving as an American Red Cross disaster relief headquarters. Red Cross personnel from around the country arrived in Mobile July 21 to help the port city's residents cope with the aftermath. They brought with them forms, computers and telephones that turned the meeting area of the Seafarers hall into an administrative disaster relief office.

"Our facility suffered very little damage from Danny," Mobile Port Agent Dave Carter said of the storm that sat over Mobile Bay for nearly 18 hours and dumped almost 40 inches of rain in some locations. (During the peak of the storm, SIU-crewed Crescent tugs were called to Bender's Shipyard to push a vessel to the dock.)

"We were ready to help the Red Cross in whatever way we could because our hall is listed as a voluntary site in cases of emergencies," added Carter.

While the Red Cross officials



Use of the Mobile hall as a disaster relief center for Hurricane Danny victims shows continued cooperation between members of the AFL-CIO and the Red Cross. Posing for a photo are (from left) Billy Tindle, Alabama AFL-CIO secretary-treasurer; Dave Carter, SIU port agent; Lois Grady-Wesbecher, Red Cross director of disaster operations; Stewart Burkhalter, Alabama AFL-CIO president; and Kirk Patrick, Alabama AFL-CIO community services liaison to the Red Cross.

set up temporary living quarters, provided for clothing and helped find food for the storm's victims, the union's operations continued unimpeded. Members could take care of their business at the hall's counter, and job calls were held on schedule.

Lois Grady-Wesbecher, direc-

tor of disaster operations for the Red Cross, thanked the union and its members for providing the hall as a relief site.

"The donation and use of this facility exemplifies the great cooperation and the invaluable partnerships formed between organized labor and the American Red Cross," Grady-Wesbecher noted.



Setting up a computer in the Mobile hall to assist the victims of Hurricane Danny is Bob Hail of the Red Cross disaster relief operations. He is part of the agency's rapid response team.



The Mobile Seafarers hall parking lot filled with Red Cross vehicles.

More than Quarter Million Paid to Mariners After Sailing Seven Months Without Any Pay

Crew Refused to Leave Runaway-Flag Ship Until Owner Showed Them the Money

Thanks to the efforts of SIU Representative Spiro Varras, Ukrainian mariners aboard a Liberian-flagged bulker obtained all their wages for the previous seven months of work, as well as air fare home and repatriation expenses, after they refused to sail their ship.

Varras, who also serves as an inspector in the port of New York-New Jersey for the International Transport Workers Federation (ITF), handled negotiations for the crew during the six days the mariners tied up the ship in the port of Newark, N.J. The 24 crewmembers of the *Skvira* received more than \$270,000 on June 19 after not receiving a penny in wages or allotments since signing on November 12, 1996.

The ITF had been aware of the plight of the *Skvira* for several months before the vessel arrived in Newark, according to Varras. He was put on alert about the vessel's arrival in a June 2 letter from ITF headquarters in London.

(The ITF is a worldwide federation of more than 470 transportation-related trade unions, including the SIU. Its seafarers division is actively fighting the use of runaway-flag shipping, which involves vessels, like the *Skvira*,

'The seafarers themselves were completely without funds so that when they arrived in a port, they did not have even a token to use for a bus to go anywhere.'

—ITF Inspector Spiro Varras about the Ukrainian crew striking aboard the Liberian-flag *Skvira*



The *Skvira* crew celebrates the disbursement of wages owed them. In the middle of the group (in the necktie) is SIU Representative and ITF Inspector Spiro Varras.

owned by a person or group in one country registering the vessel in a non-traditional maritime nation like Liberia and hiring crews from still other nations in order to avoid meeting the labor, wage, safety and tax laws of the owner's home country.)

A representative of the ITF had boarded the vessel in Beaumont, Texas in March after the federation was notified the crew had not been paid for four months, violating its ITF-approved contract. At that time, the vessel's owner, Romantic Seafarer Ltd. of Monrovia, Liberia, promised in writing that the crew would be paid no later than March 31.

However, neither the crew—nor their families in the Ukraine—received any money.

Several weeks after the March 31 deadline, the crew again notified the ITF that no one had been paid. The crew went so far as to tell the ITF that following its representative's visit in Texas, "We were gathered by the Master and strictly warned on behalf of the employer to keep away from the

ITF. Otherwise, nobody of the crew would find the job anywhere in Ukraine and its localities in the future."

The *Skvira* crew closed its request for help with, "We hope for your assistance and do believe in getting our salary and repatriation soon."

The Liberian-flag bulker arrived in Newark on June 10 with a load of iron ore from Brazil. The crew agreed to offload the ore, which took three days, before beginning its job action.

Varras met with the crew for the first time on June 11 and began contacting the ITF, Romantic Seafarer Ltd. and the ship's charterer, Interamericas Marine Transport of Liberia, for help.

"Most of the seafarers had wives and children, all left to live in misery so long and without any money," Varras reported after first meeting with the crew. "The seafarers themselves were completely without funds so that when they arrived in a port, they did not have even a token to use for a bus to go anywhere."

Following the discharge of the cargo on June 13, the captain, chief engineer and chief mate ordered the crew to make the *Skvira* ready to sail to Canada. The crew refused and posted a sign stating "Crew on strike. No 7 months pay—no sailing."

The crew pulled up the gangway and refused to let anyone, except Varras, aboard the ship. This included the pilot who had been called out to take the ship from the harbor.

On June 14, Romantic Seafarer sent a new crew to New Jersey to replace the mariners on strike. Again, the crew on board refused to lower the gangway until they received the more than \$270,000 in back pay.

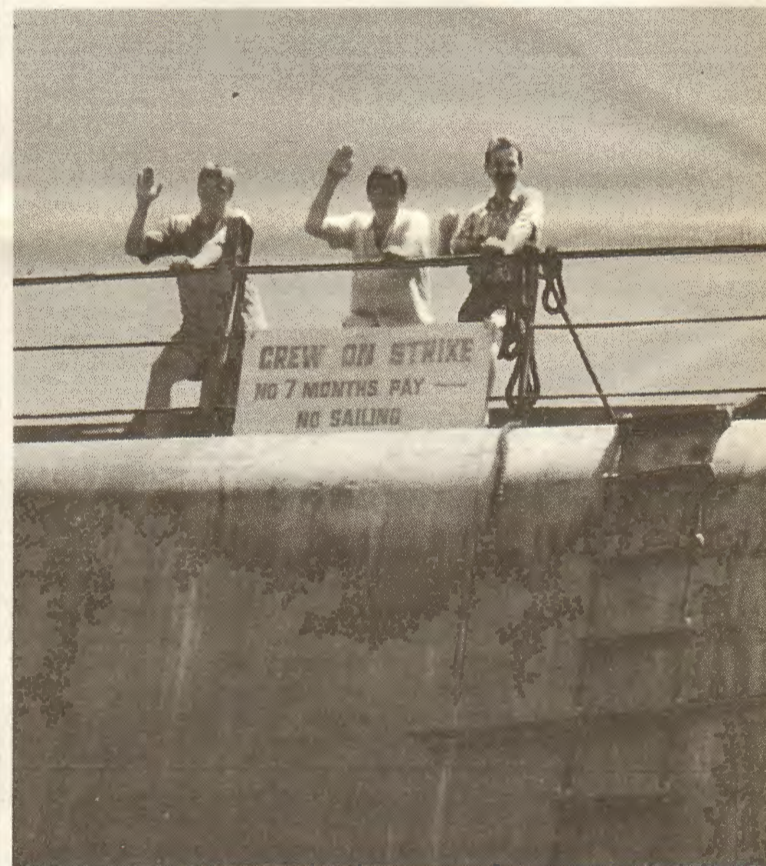
By June 16, Romantic Seafarer

claimed it had placed \$70,000 into the accounts of the crew's families in the Ukraine. Calls home revealed no new money in the banks. The company deceptively claimed the Ukrainian banks were slow, which would cause a delay in the postings.

Finally, around 2 p.m. on June 19, the back pay was delivered to the *Skvira*. The crew still refused to allow the new mariners aboard until everyone was paid and the company signed a statement that no disciplinary or legal actions would be taken against the strikers.

Then, the gangway was lowered and the new crew came aboard. By 3 a.m. on June 20, the vessel was sailing for Brazil, instead of Canada, because the job action had cost the company the charter.

"The crewmembers were very grateful and happy that we did this for them," Varras recalled. "I was so busy with this that I was able to sleep only about four or five hours each day and lost my voice at the end."



Ukrainian crewmembers wave in the port of Newark, N.J. from the deck of the *Skvira* during their six-day strike for seven months of back pay.

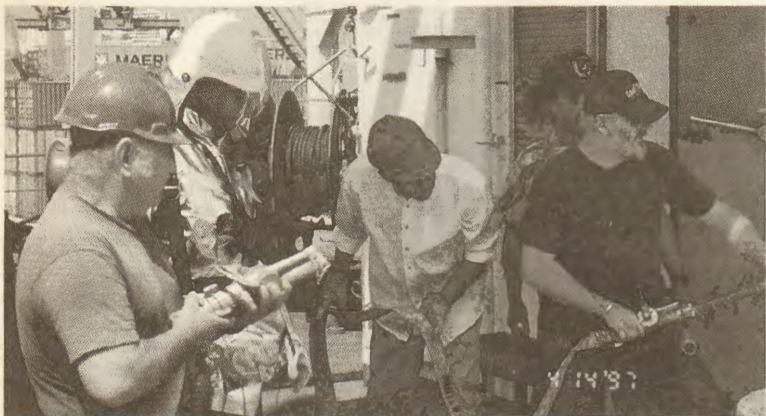


The Liberian-flag *Skvira* remained tied up until more than \$270,000 was brought aboard to cover the wages of the Ukrainian crew.



Signs announcing why the crew was on strike were displayed throughout the ship.

Seafarers Crew Fourth Maersk Containership To Join U.S.-Flag Fleet



Safety is of paramount importance aboard all SIU-contracted ships, including the *Maersk California*. Above (from left), Bosun Maurillo Zepeda, AB Ron Webb, Chief Cook Jose Guzman, Second Engineer John Linton and AB Joseph Laine take part in a fire drill.

The reflagging of four modern Maersk containerships earlier this year represents new job opportunities for Seafarers.

One of those vessels, the *Maersk California*, recently called on the port of Houston, where it was met by SIU Patrolman Mike Calhoun. The *California* sails a Mediterranean run.

"The SIU crew aboard the *California* is working very hard to make this new venture a success," noted Calhoun. "They understand it's not common, unfortunately, for ships to reflag under the Stars and Stripes, and they're determined to help prove this was a good move."

The *California* along with sister ships *Maersk Colorado*, *Maersk Texas* and *Maersk Tennessee* formerly flew the Danish flag. Now, however, they are enrolled in the U.S. Maritime Security Program (MSP) and crewed by Seafarers in the unlicensed ranks and members of the American Maritime Officers for licensed positions.

Authorized under the Maritime Security Act of 1996, the MSP calls for a 10-year, \$1 billion program supporting approximately 50 American-flag vessels that are militarily useful. Ships enrolled in the program must be made available to the U.S. armed forces to provide sealift in times of war or national emergency, as well as to transport military cargo in times of peace.

In addition to the four U.S.-flag containerships, Maersk operates other American-flag ships for the U.S. Military Sealift Command that are crewed by Seafarers.



With Gibraltar in the background, crewmembers pose for a photo on deck. Pictured, from left, are AB Peter Funk, Chief Cook Jose Guzman, Electrician Bob Hamil (who sent these photos to the *Seafarers LOG*), AB Keith Kirby, Chief Steward Kris Hopkins and GVA Abdulla Mohsin.



The *Maersk California* reflagged under the Stars and Stripes last April in Spain. It joined three other Maersk containerships in the U.S.-flag fleet.



Delegates and guests fills the auditorium at the Paul Hall Center for the tenth UIW quadrennial convention.

Organizing Remains Top Goal for UIW

Organizing new members is a top priority of the United Industrial Workers (UIW), the union emphasized last month during its tenth quadrennial convention.

The UIW, an affiliate of the Seafarers International Union, represents workers employed in the manufacturing, service and government sectors.

In addition to outlining strategies for providing union representation to workers currently not members of labor organizations, delegates to the convention also elected new national and regional officers, reaffirmed a commitment to political action and spelled out numerous other goals.

In presenting their individual reports to the convention, which took place July 28-29 at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., UIW officials consistently stressed the weight of organizing.

"I truly believe that this is the best time in many years to organize," stated UIW National Director Steve Edney. "People are more receptive to unions. People slowly are becoming more educated about the benefits of union membership."

SIU President Michael Sacco, who was reelected as president of the UIW, said that nothing short of "survival" is at stake when it comes to organizing. "Any union that wants to be around in the 21st century better organize," he noted. "Workers deserve union representation. And as long as there are bosses, workers must have unions. Anyone who works for a living knows that's the truth."

Political Action

Officials and delegates also concurred that the UIW must remain politically active.

"Politics is everything. It has changed the flow of rivers," said Bill Dobbins, vice president of the UIW's Great Lakes region. "If you can't deal in politics, you give up your right to exist."

UIW representatives from the union's West Coast region noted that political action during the past year played an important part in the successful efforts to save two large UIW shops. Working closely with the Los Angeles



UIW National Director Steve Edney emphasizes the opportunity and need to organize new members.



Delegate Donna Christian-Green, member of the House of Representatives, urges increased political activity for working Americans.

Harbor Commission and the City Council of Long Beach, Calif., the UIW spearheaded drives to preserve the famous Hotel Queen Mary and the Tri-Union tuna cannery. Hundreds of UIW members are employed at each shop.

Delegate Donna Christian-Green, a member of the U.S. House of Representatives and one of the guest speakers at the UIW convention, also underscored the need for political activity.

"Every American worker, man and woman, must become more and more involved in politics," said Christian-Green, a former UIW member whose district includes the U.S. Virgin Islands of St. Croix and St. Thomas. "We, as workers, have always been the heart and soul of America. Our charge is to fight for America at the union hall, in the community—and at the ballot box."

'Nefarious' NAFTA

As in the UIW convention of 1993, the North American Free Trade Agreement (NAFTA) proved a major topic during the '97 gathering. Christian-Green said the trade pact's "most nefarious legacy is that it has strengthened the bargaining position of management, who constantly threaten to leave the U.S. and its territories. They intimidate workers. The only winners under NAFTA are the corporations, whose profits have gone up."

Delegates unanimously passed a resolution urging Congress and the administration to make fair treatment of American work-

ers—including preservation of good jobs in the U.S.—their top priority when considering the passage or expansion of any trade agreement. They also affirmed their support of legislation currently in the House which aims to revise NAFTA to make it more fair for workers as well as protect the environment or, failing that, to mandate U.S. withdrawal from the agreement.

In other news from the convention, delegates assailed legislation that would replace overtime pay with compensatory time off.

Veterans' Status Supported by MTD

Continued from page 3

demonstrates that this interdependence did not stop suddenly at midnight on August 14, 1945.

"To be certain, offensive operations ceased on that date.... However, lives were lost and ships were sunk (afterward). Disbanding of the military characteristics of our merchant marine did not take place entirely on V-J Day, nor did demobilization of our Armed Forces occur suddenly. Both continued through 1946 over many months."

The MTD chronicle includes recent letters from merchant mariners who sailed between August 15, 1945 and the end of 1946. They point out that some 23 U.S.-flag merchant ships were damaged or destroyed by mines during that period, with resultant injuries and loss of life. They also note that merchant ships remained under military control, and civilian mariners legally were bound to obey orders from Navy and Army personnel.

As reported in previous issues of the *Seafarers LOG*, there are bills in the House and Senate that would extend the cutoff date. Neither has had a committee hearing.



Delegates show their support for the national UIW officers elected during the convention.

School Passes Coast Guard Audit With Flying Colors

The Paul Hall Center for Maritime Training and Education recently received top marks from the U.S. Coast Guard during a customary audit of 11 courses previously approved by the agency.

In accordance with federal guidelines, the Coast Guard at least once per year must review various aspects of such classes and the training facilities where they are taught.

"It is noteworthy that there were no discrepancies found during the audit of your courses," stated John K. Cassidy, chief of the Coast Guard regional examination center (REC) in Baltimore, in a letter to the center.

"The Coast Guard appreciates the efforts you have taken in the field of maritime training and extends its wishes for the continued success of the training programs offered by your institution," added Cassidy, who conducted the review June 16-18 at the facility in Piney Point, Md.

The following classes were examined: water survival, radar observer, bridge management, able seaman, visual communication (flashing light), celestial navigation, basic firefighting, advanced firefighting, liquefied gas tanker familiarization, tankerman assistant, and tankerman barge-person in charge (PIC).

Cassidy analyzed Coast Guard-approved changes to the curricula, instructors' qualifications, proper filing of records with the RECs, record-keeping at the school, classroom attendance, written exams and reports of practical exams, grading systems, classroom layout and training aids.

"We believe the results of this audit reflect the high quality of our classes and instructors," said Bill Eglinton, director of vocational education at the school.

For a list of upcoming classes available through the end of this year at the center, see page 23. The school is working on its 1998 schedule, which will be published in a future issue of the *Seafarers LOG*.

Lundeberg School Brings Safety Training to Jax Crowley Seafarers

Emergency first aid, hazardous waste response (hazwoper) and accident prevention were among the main topics addressed at the Jacksonville, Fla. union hall last month to SIU members who sail aboard Crowley tugs.

More than 30 Seafarers attended the health and safety course taught by Lundeberg School instructors Casey Taylor, Mark Jones and Rick Redman from June 30 to July 2.

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

Dominic Lasenna, a second mate who sails aboard Crowley tugs, noted this was the third on-site hazwoper course offered by Crowley and the Paul Hall Center that he has completed in Jacksonville.

"In each session I have learned a little more, and this course proved to be the best one yet," stated Lasenna, who joined the SIU in 1992. "I really enjoyed going over the material and combining it with Crowley's general safety requirements. I am more aware than ever of what I am working with on a daily basis. The instructors were excellent," he stated.

"This was one of the best groups I have ever taught," stated Taylor. "It was a good learning environment. All of the members were very happy to have us at the hall teaching them things that are essential to their jobs. Everyone was pleased," he added.

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

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

Mike Godbey, manager of training for Crowley Marine Services, noted that he was pleased with the course, which the company requested. "We have a good working relationship with the school, and one of the services we like to take advantage of is the on-site training. Bringing the instructors to the crews benefits everyone," he said.



Preparing for a day of classroom study and on-the-job training, Seafarers join with Maritrans officials and instructor Mitch Oakley (standing, rear) to complete the requirements for the tankerman endorsement.

Maritrans Boatmen Complete Hall Center's Tankerman Barge Course in Philadelphia

Forty-three Seafarers who work aboard Maritrans tugs and barges seized the opportunity to take the Lundeberg School's Coast Guard-approved tankerman barge-person in charge (PIC) course when it was conducted in Philadelphia last month. This was the first time the class was offered at a site other than the Paul Hall Center campus.

"I think it was a great idea to bring the course here to us," stated William "Tank" Lebew, a tankerman who sails aboard Maritrans vessels. "It was very convenient and helped us get the training we need to have the new tankerman endorsement listed on our document. I'd love to see more classes from the Lundeberg School taught here," he said.

The tankerman barge-PIC course was developed so SIU members could comply with Coast Guard regulations that went into effect March 31. All mariners involved in the handling, transfer and transportation of oil and other hazardous liquid cargoes in bulk aboard vessels must provide proof of completing a Coast Guard-approved tankerman barge-PIC course and a firefighting course to have the new endorsement listed on their documents. The Coast Guard requires both the rating and the training for all tankermen.

Mitch Oakley instructed the Maritrans boatmen on the transferring, loading and unloading of various liquids and liquefied gases. Because the Coast Guard regulation requires mariners to demonstrate their skills through hands-on testing, some sessions were held on company vessels docked on the Schuylkill River near Maritrans headquarters.

"The location was excellent," recalled Bob Bauman, operations manager for Maritrans. "The instructor was able to use the

equipment the men work with on a daily basis to illustrate the course material. It was an excellent course," he added.

At the company's request, the two-week Lundeberg School course was condensed into four sessions in order not to disrupt members' work schedules. The Maritrans boatmen were split into two separate groups in order to comply with federal regulations that limit class size to 25 students per installment.

Although firefighting is included when the course is offered at the Paul Hall Center, it was not available to the Philadelphia boatmen. That part of the course has to be given at an approved firefighting location, and none was available in the

Philadelphia region. However, before the Maritrans Seafarers are able to renew their merchant mariner's document, they must complete a firefighting class.

"This was a terrific group," stated Oakley. "The company made everyone feel comfortable, and the union members and management worked well together to help me provide the best training possible. Everything turned out great."

The Coast Guard regulation creating the new tankerman barge-PIC endorsement stem from the Oil Pollution Act of 1990. The regulation's intent is to improve safety in the handling, transfer and transportation of hazardous liquid cargoes.



Above, the Lundeberg School's tankerman barge-person in charge (PIC) course, which has been approved by the U.S. Coast Guard, was recently conducted at Maritrans company headquarters in Philadelphia. Below, hands-on training took place on the tugs and barges tied up at the docks, just across the street from the headquarters building.



Poor Maintenance Doomed Ferry Estonia in 1994

According to recent newspaper reports, the committee investigating the September 1994 sinking of the ferry *Estonia* has concluded that poor maintenance—rather than inferior construction—caused the accident, which killed 852 people.

In one of the worst ferry accidents in recent history, the Estonian-flag ship capsized and plunged to depths of 250 feet in the Baltic Sea, while en route to Stockholm. About 140 people survived despite

the 50-degree waters, in which a person can live only for a few hours.

The ferry sank in the early morning hours during a storm 20 nautical miles off the Finnish coast, after locks on the bow doors failed. That allowed water to rush into the vehicle deck which held some 400 to 460 cars and about 30 trucks.

The governments of Sweden, Estonia and Finland jointly investigated the accident.



Wiper Mike Nelson gets ready for a painting task aboard the *American Mariner*.



Summer Season Greet Great Lakes Seafarers

The tranquil waters and gentle breezes of summer on the Great Lakes are a welcome sight for Seafarers who sail aboard the *American Mariner*.

Work for Seafarers aboard the American Steamship Co. vessel has been nonstop since it broke out of its winter berth in Sturgeon Bay, Wis. in March. The 730-foot vessel normally hauls iron ore and coal during the Great Lakes season. However, in April, the laker was chartered by Richardson Grain Co. in Superior, Wis. to carry a load of oats to Toledo, Ohio.

In order to deliver the unusual cargo, crewmembers had to clean the holds for the grain. Because the *American Mariner* is equipped with self-unloading equipment, the oats were offloaded quickly and efficiently, and the laker resumed its regular schedule immediately.

The *American Mariner* was built with a conveyor boom system that allows iron ore, coal and stone to be taken directly from the ship to shoreside storage facilities.

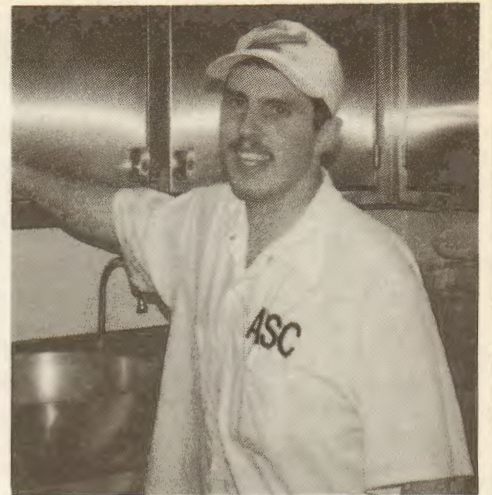
Once docked, the conveyor boom is

released from its secured position on deck above the hatch covers and swung over the area where the cargo is deposited. A conveyor belt, which runs the length of the ship under the cargo hatches, is then started, and gatemen and conveyormen watch the offloading and release cargo from designated holds. When the job is completed, the vessel is secured again and sails to its next port either to offload or take on more cargo.

Making sure the *American Mariner* is ready for action each day are Conveyorman Randy Frank and Gateman Musid Elmodhji. The pair maintains the watch on the vessel's offloading system.

The rollers, which guide the conveyor belt, are made of Teflon and can become frayed with continual use. The engine department crew is always on the lookout for anything that could hamper conveyor operations on the vessel.

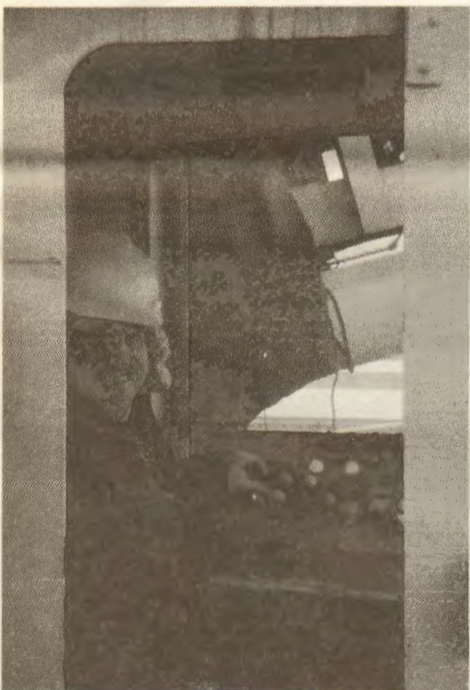
The *American Mariner* typically sails into December or early January when ice formations in the harbors and on the Lakes force the vessel into port until spring.



Second Cook Brian DeMeritt begins lunch preparations for crewmembers aboard the *American Mariner*.



QMED Kevin Maskell watches the board in the *American Mariner's* engine room.



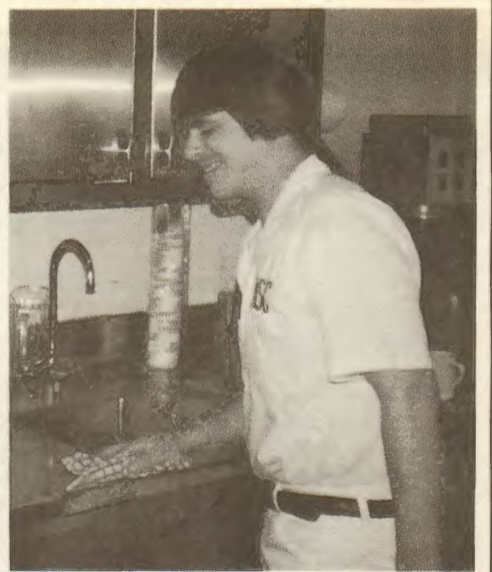
Wheelsman Jeffery Davis begins offloading the oats from the cargo holds of the *American Mariner*.



While the oats are offloaded in Toledo, crewmembers take a break to pose for a photo on the deck of the *American Mariner*. From the left are Deckhand Robert Jewell, Watchman Daniel Bancroft and Wheelsman Kenneth Bluit.



Coming up the gangway following docking in Toledo, Ohio is Bosun Albert Brzezynski.



Following dinner aboard the *American Mariner*, Porter James Martineau cleans the counter.



Securing a docking line on the deck of the *American Mariner* is Conveyorman Randy Frank.



The *American Mariner* was chartered by a Superior, Wis. grain company to carry a load of oats to Toledo, Ohio. Pictured above, the American Steamship Co. vessel offloads the cargo at a Toledo storage facility.



AB/Watchman Raymond Spooner looks forward to another busy summer of sailing on the Great Lakes.

Chief Steward Rose Feels Magic of Jerusalem

"Some people have to save for a lifetime just to get to visit the different countries that Seafarers have the opportunity to travel to as part of their work," exclaimed Chief Steward **Franchesca Rose** following a recent voyage to Israel aboard the *Liberty Sun*.

The freighter, which is operated by Liberty Maritime Corp., was scheduled to do a split discharge of bulk grain—two days in Haifa and the remainder in Ashdod, allowing her time to explore the Holy Land.

The 34-year-old chief steward, who is graduating this month from the steward recertification program at Piney Point, Md., the highest level of training for steward department members at the Lundeberg School, loves studying different cultures and meeting new people. She has traveled to ports all over the world and had been to both Israeli ports before. This time, however, she decided to rent a car and drive to the capital city of Jerusalem, leaving her the time and freedom to visit those places in the old

city that have a special meaning in her life.

"The ship's agent arranged for the car with no expected red tape," she wrote in a letter to the *Seafarers LOG*, accompanied by the photographs on this page. "The two-hour drive from Ashdod to Jerusalem was pleasant and carefree. Once in the old city, however, the traffic congestion was very tiresome. You can easily take a wrong turn, which I did, but the people were very helpful."

She entered the city through the Damascus Gate and met Abed, a man born and raised within Old Jerusalem, who served as her guide. He took her along the path of Jesus, walking the 12 Stations of the Cross, up to the Mount of Calvary to the Church of the Holy Sepulchre. There, she lit candles to bless the SIU and its officials who, she said, have provided her with values, goals and a career.

"There is most certainly a magical feeling about Jerusalem," Rose added. "To those of you who may have the opportunity to make a trip over to Ashdod or Haifa, I strongly recommend a day trip to Jerusalem."

Rose, who began her seafaring career in her native Hawaii in 1984 aboard the American Hawaii Cruise ships, has worked her way up the steward department ladder, taking advantage of educational opportunities at the Paul Hall Center for advancement in the career she loves. She says she has a lot to be thankful for, and credits the SIU with turning her life around; the Lord for her abiding faith; and her mother for teaching her discipline—and how to cook! She hopes to continue sailing for many years and to set a positive example for the young people now entering the maritime industry.



Chief Steward Franchesca Rose stands before the Dome of the Rock, sacred to Christians, Jews and Muslims alike. It is believed to be the place where the prophet Muhammed ascended to heaven and also the site where Abraham offered his only son, Isaac, as a sacrifice in obedience to God's command (God provided a ram as a substitute offering).



The Altar of the Birth of Christ, located within the Grotto of the Nativity, is considered to be the birthplace of Jesus Christ.



The Wailing Wall is a portion of wall in the old city of Jerusalem believed to be a remnant of the temple of Solomon and revered by Jews as a place of pilgrimage, lamentation and prayer.



In this interior view of Jesus Christ's tomb, located in the Church of the Holy Sepulchre, Franchesca Rose stands in front of the walls which are adorned with icons from early Greek Orthodox times.



Although all Christian religions are present within the Church of the Holy Sepulchre, the early Greek Orthodox presence abounds, as seen in these icons which surround Christ's tomb.

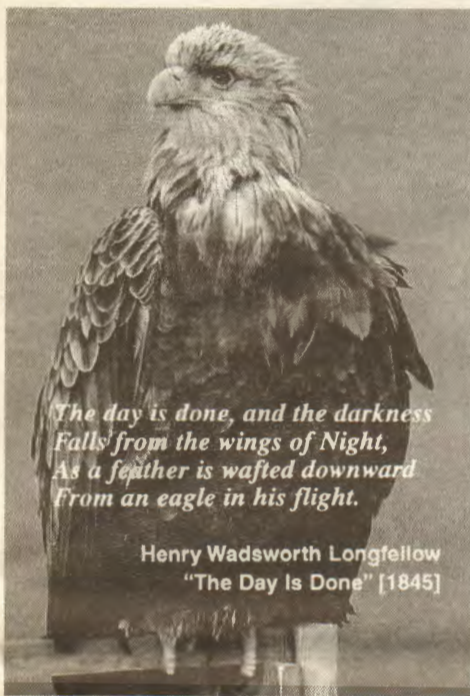
Shelter from a Storm

USNS Victorious Befriends Eagle in Northern Pacific

Gale-force winds and turbulent seas did not deter the arrival of a special guest aboard the *USNS Victorious*. The visitor, a young American Bald Eagle, sought refuge from a storm aboard the SIU crewed military vessel that was more than 100 miles from land in the Pacific Ocean.

"He came on my watch. It was right about midnight. There was a storm going on. The wind was blowing about 35 knots," recalled SIU hawsepiper Michael Coulbourne, who was sailing as second mate.

"He almost hit the window on the bridge. I think he saw the light or something," said the Chesapeake, Va. native



*The day is done, and the darkness
Falls from the wings of Night,
As a feather is wafted downward
From an eagle in his flight.*

Henry Wadsworth Longfellow
"The Day Is Done" [1845]

who took the photos accompanying this article. "We definitely were sailing where eagles shouldn't have been flying. If he hadn't seen us, he probably would have perished."

In a letter sent to the *Seafarers LOG* from the *USNS Victorious*, Captain Heather Fortner noted that the eagle was about 3 feet tall and weighed approximately 20 pounds. The captain stated that crewmembers determined the bird was very young because its head had not developed the full white plumage of an adult bald eagle and its talons were smooth.

"The eagle had a hard time perching on the anchor windlass and the bits because they are made out of steel. OS Ryan Webster built a perch for it with wood he got by disassembling a pallet. The eagle moved to this new location and stayed there until he departed five days after his arrival," recalled Fortner.

The bird refused to eat meat that was ground or cut, so Chief Cook Kenneth Greenidge prepared raw steak fillets to feed the eagle twice a day.

Because none of the crew got too close to the eagle, its sex was never determined. So the bird was named Victor/Victoria by the *USNS Victorious* crew. However, according to Webster, the eagle was very gentle, and he "even petted him once."

As the sky darkened with an approaching storm on the fifth day of Victor/Victoria's visit, the eagle suddenly flew from its safe haven on the ship's deck. But crewmembers were optimistic about the fate of their feathered friend.

"He seemed to know exactly where he



OS Ryan Webster, who made the wooden perch for the ship's visitor, prepares to pet the eagle that arrived aboard the *USNS Victorious* during a storm and stayed for five days.

was going, and he was a lot stronger than when he first arrived," stated Coulbourne. "Whatever kind of eagle it was, it was well taken care of by the crew of the *USNS Victorious*, and the raw steak consumption on the ship went up for those five days!" concluded the captain.



At left, SIU hawsepiper Michael Coulbourne, who now sails as a second mate, visits with the eagle, which was named Victor/Victoria. Above, Chief Cook Kenneth Greenidge fed the eagle raw steak fillets twice a day.

Captain Calloway Restores Old Lifeboat

'Labor of Love' Unites Seafarer With Remnant of His First Ship

Spending countless hours restoring a 72-year-old lifeboat that had been stationed aboard a former Great Lakes vessel was a "labor of love" for Captain Lon Calloway. The lifeboat was part of the equipment aboard the *J.B. John*, the cement ship on which Calloway began his sailing career more than two decades ago.

Built in 1925, the 250-foot *J.B. John* transported cement along the Lakes for Penn-Dixie Cement Corp. in Petoskey, Mich., Calloway's hometown.

"The *J.B. John* was the vessel that began it all for me in 1974. When I read an article in the local paper calling on volunteers to help restore the ship's original lifeboat, I responded immediately," recalled Calloway.

When the *J.B. John* was decommissioned in the 1960s, the lifeboat was presented to the ship's chief electrician, a long-time crewmember. Two years ago the lifeboat was donated to the Petoskey Historical Society by a family member of the former chief electrician.

"I had just helped put the *Medusa Conquest* in for the season when I read the article about efforts to restore my old lifeboat. I had both the time and the skills needed to get the boat back to its original state. It sounded like the



Captain Lon Calloway proudly poses next to the 72-year-old lifeboat he spent the winter restoring. The lifeboat had been stationed on the *J.B. John*, the vessel upon which Calloway began his sailing career 23 years ago.

perfect winter project for me," said the 45-year-old Seafarer.

A combination of old age and neglect had left the boat in a dilapidated condition. Several different Petoskey residents had attempted to restore the craft but abandoned the project due to the complexity of the repairs.

However, Calloway, who reconditions nautical artifacts as a hobby, had the knowledge and

ability needed to reconstruct the lifeboat.

As a member of the SIU, Calloway wanted the residents and officials of Petoskey to understand that unions are about more than just jobs. He wanted to show the commitment of unions and their members to their communities by restoring the historic maritime artifact.

"From the beginning, I

approached the project as a representative of the Seafarers International Union and let everyone know that I was a proud union member. I wanted the union's name associated with the project as much as my name was," said Calloway.

"The city gave me the finest tools, equipment and materials available, and I set up shop in the parks and recreation garage in downtown Petoskey. I put a Seafarers International Union sign outside the door and went to work.

"The project was popular and people would stop by to talk and see how I was doing. Many old-timers who used to sail on the *J.B. John* also came down. Penn-Dixie once was the area's largest employer," he noted.

For weeks, Calloway labored to restore the lifeboat to its original condition, which was no easy task. He had to strip the craft down to its steel frame, prime it and coat it with a fresh layer of white paint. Calloway refinished the wooden gunwales, created a new float line and stripped 14 layers of paint from the lifeboat's four oars.

"Using old photos as my guide, I restenciled the name onto the lifeboat. I also repainted the passenger capacity and the cubic feet onto the boat's side," Calloway stated.

"The lifeboat must look as good today as it did when the *J.B. John* first came out of the Long Island City (New York) shipyard 72 years ago. It was a hard job, but it all came together well and I had a good time. I am very proud of my work," said Calloway.

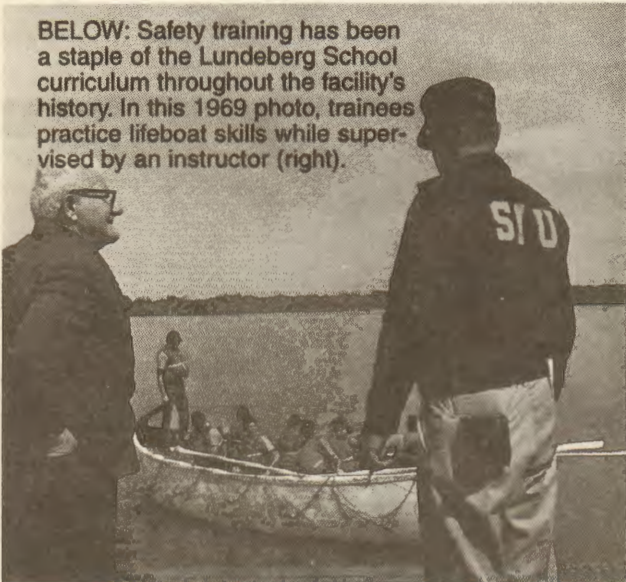
The *J.B. John* lifeboat is currently displayed on the city's main pier in Petoskey Waterfront Park. A plaque acknowledging the efforts of Calloway and the Seafarers International Union will be mounted on the lifeboat during a special dedication ceremony scheduled to take place later this summer.

Calloway's attraction to sailing began with the *J.B. John* and evolved into a lifelong career. After spending two seasons on the bulker, Calloway joined the U.S. Coast Guard and was assigned to Alaska. When he retired from active duty, he started sailing as a captain aboard passenger ferries in that state. In 1992, Calloway moved his family back to his native Michigan where he became an SIU member, working as a captain aboard Arnold Transit ferries.

As captain of the *Chippewa*, a 600-passenger ferry that transports visitors between St. Ignace, Mich. and Mackinac Island, Mich., Calloway maintains a very busy schedule during the tourist season, from May to October. When the ferry season ends, he works aboard Great Lakes cargo ships as an AB until the vessels tie up for the winter.

WHEN THE SEAFARERS Harry Lundeberg School of Seamanship opened in August 1967, most who visited the site

BELOW: Safety training has been a staple of the Lundeberg School curriculum throughout the facility's history. In this 1969 photo, trainees practice lifeboat skills while supervised by an instructor (right).



Best known for its outstanding courses, the school also has enjoyed a long-standing reputation as a "good feeder," whether in the trainee cafeteria (above) or in the other dining areas.

in Piney Point, Md. saw modest facilities and a bare bones curriculum.

Paul Hall detected much more. Intensely convinced that vocational training would become increasingly essential for U.S. merchant mariners, the then-SIU president understood the school's enormous potential. He saw beyond the tiny bungalows and small number of classes. And although the facility provided short-term benefits as well, Hall conceived and committed to its construction because he foresaw the school becoming a staple of SIU members' careers.

As in so many other subjects, Hall's judgment about the Lundeberg School proved correct. This month, as the union and the school commemorate the 30th anniversary of its opening, the Lundeberg School is more important than ever to Seafarers. Hailed as a model of labor-management cooperation, it becomes more effective with each passing year.

The campus, dedicated in 1991 as the Paul Hall Center for Maritime Training and Education, now houses the largest school for boatmen and unlicensed mariners in the United States. It consistently has expanded its influence in the industry through top-notch training and close involvement with developments in the maritime trades.

In recent years, the center has had extensive input in international forums profoundly affecting the livelihoods of America's merchant mariners. These activities have helped protect the job security of SIU members.

"Paul Hall would not be surprised at the success the school has achieved," observed Herbert Brand, who worked closely with Hall for more than three decades. "He was



firmly convinced that education was the single most important thing to seamen.

"He knew they would benefit from vocational education, but he also recognized that the more they learned, the better they would be able to develop other skills," added Brand, who serves as chairman of the board for the Transportation

Institute, a trade association of U.S.-flag shipping companies.

Constant Improvement

Perhaps the most consistent thing about the Hall Center is that it never has stopped changing. Year after year, the school constantly has revised and improved its course schedule to stay a step ahead of the industry's needs.

"The school is driven by one main goal: providing the best-trained merchant seamen in the world," stated SIU President Michael Sacco, who served as the school's vice president from 1968 to 1978. "That has never changed, and it never will change."

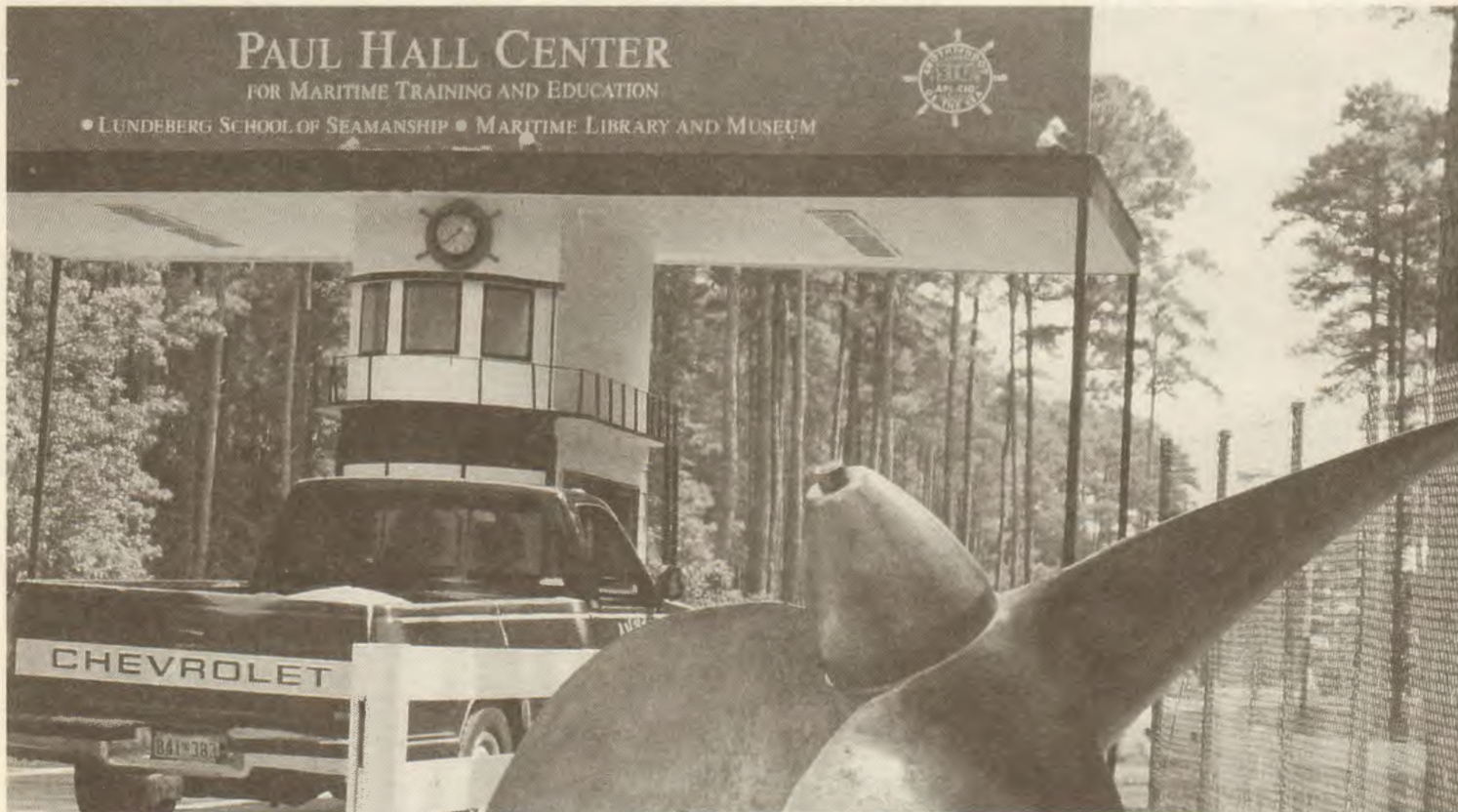
Today, the privately funded center—which is jointly operated by the union and SIU-contracted companies—offers about 60 U.S. Coast Guard-approved classes for Seafarers sailing in the deck, engine and steward departments.

Likewise, the campus has filled out with modern accommodations and instructional equipment, such as the lecture-demonstration galley, the shiphandling simulator, the training vessel *Empress II*, the Hagglund crane, state-of-the-art computers and more.

The last 24 months are represen-

Continued on page 14

From Modest Beginnings, Hall Center Evolves Into Dynamic, Comprehensive Training Facility



Hall Center at a Glance

- **Opened:** August 1967
- **Purpose:** Provides vocational training for SIU members, including entry-level curriculum. Also offers some academic courses.
- **Location:** 60 waterfront acres in Piney Point, Md.
- **Courses:** Approximately 60 U.S. Coast Guard-approved courses are available for Seafarers in the deck, engine and steward departments. Specialty courses regularly are offered.
- **Students:** About 45,000 Seafarers have completed upgrading courses since the school's opening. About 20,000 have graduated from the unli-

censed apprentice program.

■ **Funding and operation:** Center is entirely funded with private money and jointly is operated by the SIU and its contracted companies.

■ **Named for:** The overall campus is known as the Paul Hall Center for Maritime Training and Education, named in memory of the head of SIU-AGLI-WD from 1947 to 1980, who was the driving force behind the school's construction. The school itself is the Seafarers Harry Lundeberg School of Seamanship, dedicated in memory of the union's founder. Various buildings are named in memory of Seafarers, SIU officials and officials of SIU-contracted companies.



ABOVE:
1970s) r
School.
cation w
ponent i

This 19
the init
Piney P
left).

Years of Progress



SIU President Paul Hall (pictured in the late 1960s) masterminded the creation of the Lundeberg School. He believed that with each passing year, education would become more and more of a vital component in the successful careers of Seafarers.



Hard Work Laid School's Foundation

Ask those who were involved about the initial construction of the Lundeberg School, and the response often will be a groan, quickly followed by a laugh.

Such reaction neatly captures the difficult but worthwhile labor it took to convert Piney Point into a maritime training facility for Seafarers.

For a while, it may have seemed as though the first shovel might never be turned. The union's purchase of the land in Southern Maryland happened only after an extensive search for a place where the SIU could centralize its various training activities.

And although Piney Point featured two things the SIU greatly wanted—waterfront property to facilitate hands-on training, plus room for expansion—one might describe it as the industrial equivalent of a “fixer-upper.”

Recalling the first group of trainees, who arrived in August 1967, SIU historian John Bunker wrote, “For a year or so they learned more about driving nails, driving trucks, shoveling dirt and laying sod than they did about tying knots and making splices.”

Recertified Bosun Al Caulder knows firsthand about those days, having worked at Piney Point for more than two months during its construction.

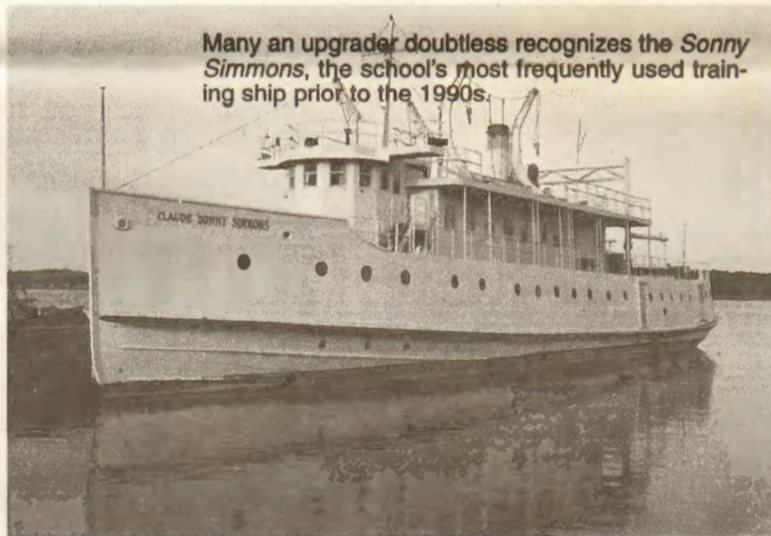
“There were about 75 to 100 people working there at first. A lot of people left right away because the work was too hard, and they just couldn't do it. But the ones who stuck it out, we became a tight group. Some of them are still my good friends after all these years,” Caulder remembers.

He points out that the area behind the Paul Hall Memorial Library “is the only thing there was in those days. We did a lot of work on the grounds and some actual building construction.... There wasn't much in the way of recreation, and the food was nowhere near what it is today.

“But our detail wasn't to live the good life. It was to get it ready to be a school.”



1967 photo shows the sparseness of the Piney Point campus (lower left).



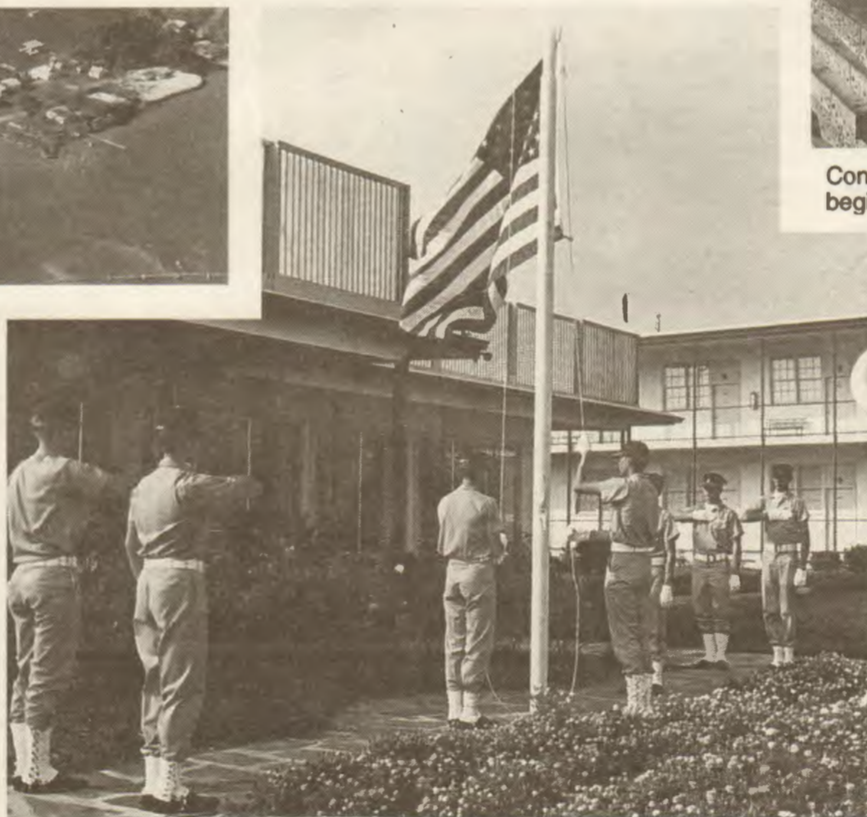
Many an upgrader doubtless recognizes the *Sonny Simmons*, the school's most frequently used training ship prior to the 1990s.



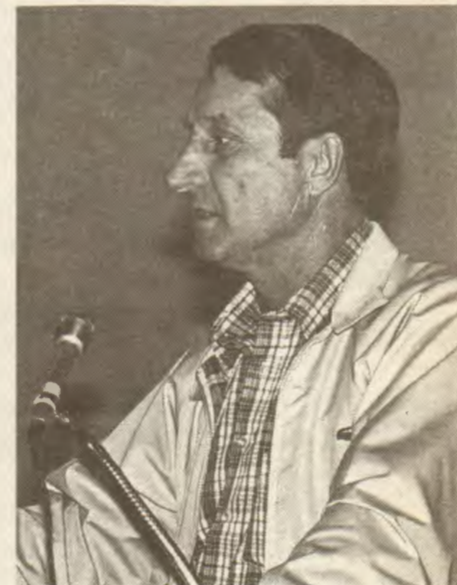
Construction on the training and recreation center begins in 1981.



Practical schooling always has been a major component of Paul Hall Center courses, including honing skills aboard training vessels like those pictured above in the early 1980s. Today, the school features a fleet of training ships, tug and barges.



The style of the uniforms has changed through the years, but students at the Paul Hall Center always are mindful that they are part of the nation's fourth arm of defense.



The Lundeberg School continued to grow during the 1980s when Frank Drozak served as the union's president.



Continued from page 12

tative of the school's invariable commitment to improve. During the past two years, the Hall Center became one of the nation's first training facilities to receive government approval for offering self-certification courses. This is a vital step as the Coast Guard, reacting to budget cuts as well as new international maritime regulations, gradually reduces its administering of tests.

Additionally, new courses have been added—such as LNG recertification, tankerman barge (PIC), and tanker assistant DL—while other curriculums have been revamped to fully comply with existing and impending regulations stemming from the International Safety Management Code (ISM) and the 1995 amendments to the



Steward department up-graders utilize the center's new lecture/demonstration galley.

International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW).

Moreover, the entire steward department curriculum has been restructured with two goals in mind: making the school more accessible to Seafarers and boosting the quality of the SIU's steward department personnel.

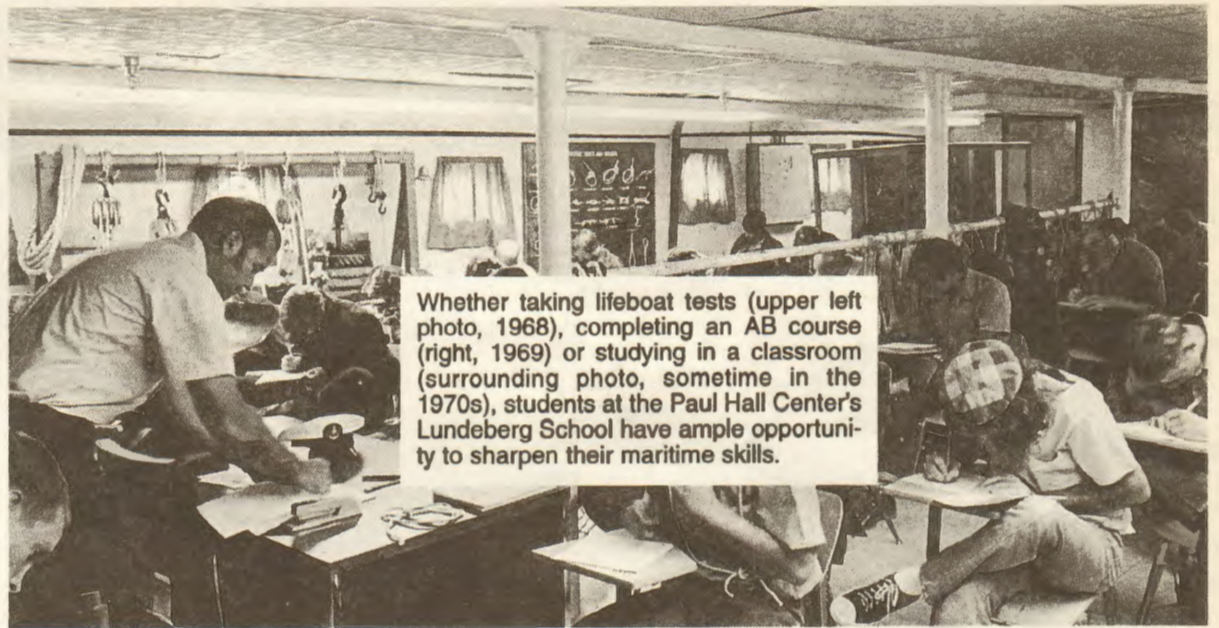
During this same period, the center refurbished its program for entry-level mariners. The new system features shipboard training as well as more detailed studies at Piney Point. As with the new steward department courses, reaction to the new unlicensed apprentice program has been overwhelmingly positive.

The school also helped develop the training record book (TRB) currently being issued to SIU members in order to help them meet requirements stemming from ISM and STCW. More importantly, the center devised an efficient system for issuing the documents and tracking the information they contain.

These efforts serve not only the students, but also the American-flag ship operators, whose equipment is enormously expensive and whose potential liability in accidents has reached staggering proportions. For them, it has never been more important to have well-trained, safe, reliable crewmembers aboard their vessels.

Helps Advance Careers

At first, a few SIU members had skeptical views of the school. As author John Bunker, a retired Seafarer and SIU histori-



Whether taking lifeboat tests (upper left photo, 1968), completing an AB course (right, 1969) or studying in a classroom (surrounding photo, sometime in the 1970s), students at the Paul Hall Center's Lundeberg School have ample opportunity to sharpen their maritime skills.

an, recalls, some were intimidated by the prospect of attending classes, while others simply thought it was a waste of time. Another group worried that newcomers graduating from the school meant competition for jobs. (In fact, new members were needed simply to fill the places of those who retired and to fulfill the union's contracts with operators.)

Gradually, however, the skeptics realized that the school existed for their benefit. They learned that the classes were designed to help them advance their careers and keep up with rapidly changing technology.

Those who attended the

school profited—literally. As they amassed more skills and knowledge, they improved their ratings and earning power.

Today, most Seafarers recognize that upgrading is an indispensable part of a successful maritime career.

"Upgrading helps you do a better job aboard ship and also helps you keep up with the many changes in our industry," noted Recertified Bosun **Ronald Mena** while recently attending a course at Piney Point. "Very simply, it is beneficial to Seafarers."

Bosun **James Foley** put it this way: "Training and upgrading is vital to any SIU member's survival in the industry."

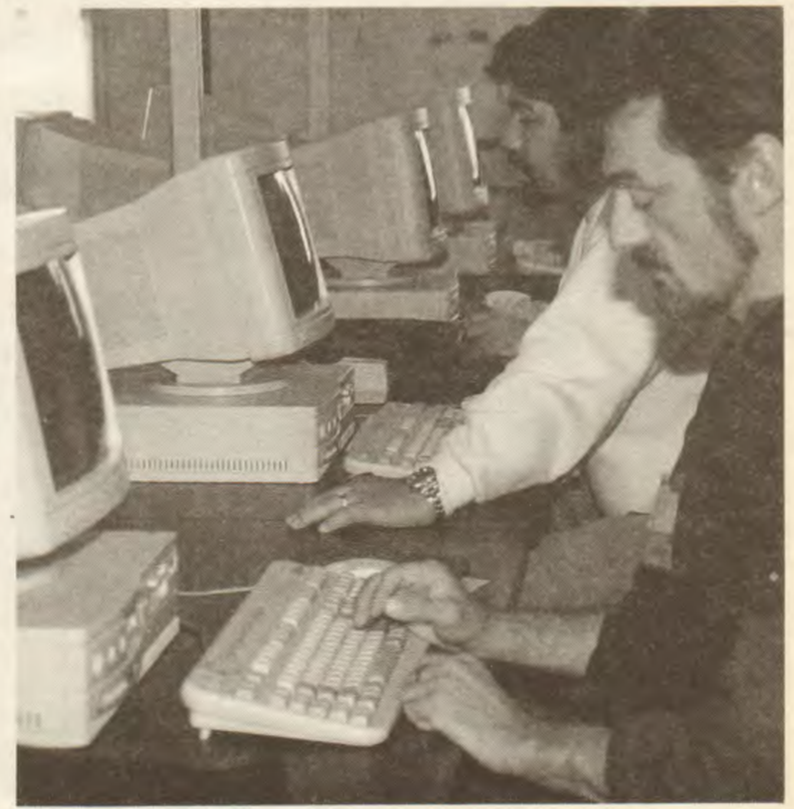
Chief Cook **Judi Chester** agreed and also emphasized the school's steady progress. "I have seen so much improvement here over the years," she observed while recently enrolled in a new steward department course.

Bill Eglinton, who serves as the center's director of vocational

education, believes the school will become increasingly important to SIU members. Having been part of U.S. delegations regarding maritime training and safety laws, he keenly understands the myriad training and certification requirements merchant mariners will face in the near future.

"With all of the changes and new requirements in this industry, there will be increased reliance by members on the Lundeberg School," he said. "There is a real and growing need for comprehensive training and certification. We're dedicated to providing that for SIU members."

Recertified Bosun **Al Caulder**, who helped with the school's construction, has upgraded a number of times. He described the school's progress as "phenomenal. I don't think of any of us could have envisioned what it is today. Except maybe Paul."



Today, the Paul Hall Center offers dozens of state-of-the-art courses using modern equipment and the latest technologies. Staffed by expertly qualified instructors, the school con-

ducts a wide range of classes, including (from left photo) basic and advanced firefighting, oil spill prevention and containment, and computer training.

Dispatchers' Report for Deep Sea

JUNE 16 — JULY 15, 1997

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
	DECK DEPARTMENT									
New York	35	29	3	23	17	1	13	56	50	6
Philadelphia	5	6	2	4	2	1	1	7	6	1
Baltimore	11	8	2	9	8	3	6	11	12	1
Norfolk	13	10	3	10	10	5	2	16	17	3
Mobile	10	9	1	7	10	1	4	16	13	1
New Orleans	16	9	1	16	8	3	6	34	20	5
Jacksonville	36	14	5	25	13	6	15	53	18	4
San Francisco	28	19	4	15	11	1	10	49	25	6
Wilmington	18	19	1	12	12	2	6	30	21	8
Seattle	35	19	0	26	14	1	18	47	24	0
Puerto Rico	13	1	7	7	3	2	7	25	2	11
Honolulu	9	9	3	7	8	4	1	12	15	4
Houston	35	21	4	18	21	4	13	42	27	7
St. Louis	2	1	0	3	0	2	0	3	4	1
Piney Point	1	0	0	1	5	0	1	1	0	0
Algonac	0	3	1	0	1	1	0	0	3	1
Totals	267	177	37	183	143	37	103	402	257	59
Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
	ENGINE DEPARTMENT									
New York	27	12	0	12	9	0	3	32	20	1
Philadelphia	1	4	1	0	4	0	1	3	3	1
Baltimore	4	4	0	6	5	0	2	4	5	0
Norfolk	6	14	3	6	14	2	2	6	7	6
Mobile	7	8	1	12	6	1	3	7	8	1
New Orleans	10	10	3	8	11	4	9	13	10	3
Jacksonville	8	10	5	8	10	2	7	28	16	5
San Francisco	12	13	1	7	5	0	5	19	18	2
Wilmington	7	2	2	6	6	1	3	9	9	3
Seattle	18	10	0	15	12	0	9	19	12	0
Puerto Rico	4	3	2	6	8	2	4	7	4	2
Honolulu	7	11	3	7	11	0	6	8	12	7
Houston	15	9	2	10	6	0	5	24	17	4
St. Louis	1	2	0	1	1	0	1	1	3	0
Piney Point	3	4	0	2	1	0	0	6	4	0
Algonac	1	0	0	0	0	0	0	1	0	0
Totals	131	116	23	106	109	12	60	187	148	35
Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
	STEWARD DEPARTMENT									
New York	12	11	0	8	12	0	6	24	13	0
Philadelphia	1	2	0	1	1	0	0	1	4	1
Baltimore	5	2	0	0	3	0	2	7	0	0
Norfolk	9	7	3	6	4	4	1	11	9	7
Mobile	9	4	0	9	2	0	1	9	7	0
New Orleans	10	5	1	6	2	0	4	10	9	3
Jacksonville	16	4	1	15	4	0	11	28	9	4
San Francisco	26	3	1	16	4	0	9	51	14	2
Wilmington	14	5	0	9	1	0	2	22	6	1
Seattle	29	6	1	19	6	0	13	42	10	2
Puerto Rico	6	1	0	6	1	0	3	5	1	0
Honolulu	9	5	6	9	2	6	3	14	11	6
Houston	15	0	0	7	2	1	4	24	4	2
St. Louis	2	0	0	3	0	0	0	0	0	0
Piney Point	9	9	1	2	1	0	2	12	9	1
Algonac	0	0	0	0	0	0	0	0	2	0
Totals	172	64	14	116	45	11	61	260	108	29
Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
	ENTRY DEPARTMENT									
New York	4	22	8	1	14	3	0	8	47	21
Philadelphia	0	0	1	0	0	1	0	0	1	1
Baltimore	0	5	6	0	3	6	0	0	4	3
Norfolk	1	15	13	2	15	17	0	1	15	22
Mobile	2	12	2	0	12	3	0	4	13	1
New Orleans	3	11	7	1	7	7	0	11	20	21
Jacksonville	5	20	4	2	12	3	0	6	34	14
San Francisco	11	13	2	3	11	0	0	22	27	6
Wilmington	9	10	5	4	6	0	0	13	23	9
Seattle	10	19	3	6	13	1	0	12	27	2
Puerto Rico	1	7	2	3	2	1	0	3	11	4
Honolulu	3	37	53	4	24	52	0	9	59	67
Houston	1	12	8	1	8	5	0	3	19	11
St. Louis	0	3	0	0	1	0	0	0	2	2
Piney Point	2	6	12	2	3	6	0	1	11	13
Algonac	1	0	1	1	0	0	0	0	1	1
Totals	53	192	127	30	131	105	0	93	314	198
Totals All Departments	623	549	201	435	428	165	224	942	827	321

*"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.

September & October 1997 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point.....Monday: September 8, October 6
 New YorkTuesday: September 9, October 7
 PhiladelphiaWednesday: September 10, October 8
 BaltimoreThursday: September 11, October 9
 Norfolk.....Thursday: September 11, October 9
 Jacksonville.....Thursday: September 11, October 9
 Algonac.....Friday: September 12, October 10
 Houston.....Monday: September 15, October 13
 New OrleansTuesday: September 16, October 14
 Mobile.....Wednesday: September 17, October 15
 San Francisco.....Thursday: September 18, October 26
 WilmingtonMonday: September 22, October 20
 Tacoma.....Friday: September 26, October 24
 San JuanThursday: September 11, October 9
 St. Louis.....Friday: September 19, October 17
 HonoluluFriday: September 19, October 17
 DuluthWednesday: September 17, October 15
 Jersey CityWednesday: September 24, October 22
 New Bedford.....Tuesday: September 23, October 21

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

Personals

HENRY McCULLOUGH

Please write to Richard Maley, a shipmate of yours on the Transatlantic in 1951. His address is 647 Sawyer Rd., Greene, ME 04236.

RENEE ORTIZ

Anyone with information on Renee Ortiz (who sailed in the early 1960s) please contact Lucia Dickerson Deaville at 6249 Stump Road, Pipersville, PA 18947; telephone (215) 766-0136.

DAVID BRADLEY TRENT

John and Natalie Young are trying to reach their nephew, David Bradley Trent. Anyone knowing his whereabouts, please contact the Youngs at 6701 King Court, Woodridge, IL 60517; or telephone (630) 969-6486.

ATTENTION: FORMER MARINE COOKS & STEWARDS

Former members of the MC&S will hold their annual reunion picnic on Sunday, September 7 in San Bruno (Calif.) Park from noon until 5:00 p.m. It will be a pot-luck luncheon, so bring your favorite picnic food to share. Also be sure to bring your family and friends. Plenty of parking is available.

ATTENTION SEAFARERS

SEAFARERS POLITICAL ACTION DONATION

Laws affecting Maritime

CONTRIBUTE TO SPAD

Seafarers International Union Directory

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

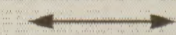
George McCartney
Vice President West Coast

Roy A. "Buck" Mercer
Vice President Government Services

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Dispatchers' Report for Great Lakes

JUNE 16 — JULY 15, 1997

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Algonac	0	34	5	0	24	3	0	10	2
Algonac	0	14	4	0	10	3	0	4	1
Algonac	0	7	4	0	3	1	0	4	3
Algonac	0	36	17	0	19	6	0	17	11
Totals All Depts	0	91	30	0	56	13	0	35	17

**"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

JUNE 16 — JULY 15, 1997

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Atlantic Coast	7	0	0	1	0	0	12	2	0
Gulf Coast	8	0	10	2	0	4	7	0	8
Lakes, Inland Waters	22	0	0	19	0	0	36	0	0
West Coast	1	1	4	8	0	1	7	1	14
Totals	38	1	14	30	0	5	62	3	22
Atlantic Coast	2	0	0	1	0	0	2	1	1
Gulf Coast	2	0	2	1	0	1	1	0	2
Lakes, Inland Waters	13	0	0	3	0	0	14	0	0
West Coast	0	0	0	2	0	0	0	0	0
Totals	17	0	2	7	0	1	17	1	3
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	1	0	2	1	0	0	0	0	3
Lakes, Inland Waters	8	0	0	3	0	0	5	0	0
West Coast	0	0	0	0	0	1	2	1	1
Totals	10	0	2	4	0	1	9	1	4
Totals All Depts	65	1	18	41	0	7	88	5	29

**"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 LOG by Alfred Porcari of Howard Beach, N.Y., was taken in 1948 aboard the *Steel Inventor*, an old Hog Islander built in 1920. The ship was run by Isthmian Lines, which at that time operated more than 30 SIU-crewed vessels.

On this particular voyage, the *Steel Inventor* was headed to the Persian Gulf with general cargo. It was a 129-day run.

Porcari, who was 19 years old at the time, is on the left in the back row. He had joined the SIU in the port of New York the previous year (1947) and retired in 1991.



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



Welcome Ashore

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

Among the 15 Seafarers joining the ranks of pensioners this month is Recertified Steward **Wally W. Lau**, who is retiring at the age of 75. Brother Lau, a former Marine Cooks & Stewards (MC&S) member, has been sailing in the steward department for 53 years. During his career, he upgraded his skills and graduated from the steward recertification program in 1989. This is the highest level of training offered to members of the steward department at the Lundeberg School in Piney Point, Md.

Including Brother Lau, seven of those signing off sailed in the deep sea division. Another five worked on the inland waterways, and three shipped aboard Great Lakes vessels.

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

The favorite retirement area this month is the East Coast, where six of the pensioners reside. Three live on the West Coast and two each make their homes in the Gulf states, Midwest and Puerto Rico.

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

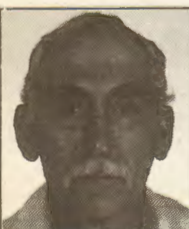
DEEP SEA



MICHAEL J. ANZALONE, 59, first sailed with the Seafarers in 1957 from the port of New York aboard the *Fort Hoskins*,

a Cities Service vessel. Brother Anzalone sailed in the steward department. He graduated from the Andrew Furuseth Training School in 1960 and upgraded at the Lundeberg School. Brother Anzalone last sailed aboard Transoceanic Cable Ship Co.'s *Charles L. Brown*. A native of New York, he has retired to Parlin, N.J.

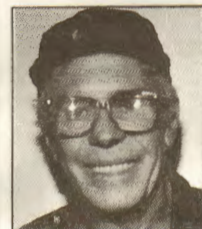
BENITO M. BIANCHINI, 66, joined the Marine Cooks & Stewards (MC&S) in 1956 in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Born in California, he graduated from the MC&S training school in 1958. Brother Bianchini makes his home in San Mateo, Calif.



CLEMENTE FIGUEROA, 58, began sailing with the Seafarers in 1968 from the port of New York. His first ship was the *Overseas Horace*. A native of Puerto Rico, he started out in the engine department and later transferred to the deck department. Brother Figueroa last sailed aboard the *Charleston*, operated by Westchester Marine Corp. He makes his home in Caguas, P.R.

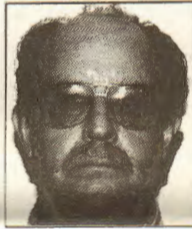
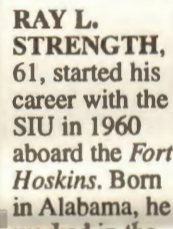
worked primarily on vessels operated by Crowley Towing & Transportation. Boatman Hooi makes his home in Santurce, P.R.

WALLY W. LAU, 75, joined the MC&S in 1944 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Lau upgraded at the Lundeberg School and graduated from the steward recertification program there in 1989. He last sailed aboard the *Overseas New Orleans*. Born in China, he became a U.S. citizen. Brother Lau has retired to Houston.

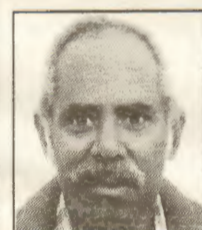


KANE K. LEETAG, 65, first sailed with the Seafarers in 1952. A native of Washington, he sailed in the deck department and upgraded at the Lundeberg School. Brother Leetag last worked aboard the *Overseas Joyce*. He makes his home in Tacoma, Wash.

RAY L. STRENGTH, 61, started his career with the SIU in 1960 aboard the *Fort Hoskins*. Born in Alabama, he worked in the deck department. Brother Strength last sailed aboard the *Senator*, a Crowley American Transport, Inc. vessel. From 1955 to 1958, he served in the U.S. Air Force. He has retired to Flomaton, Ala.



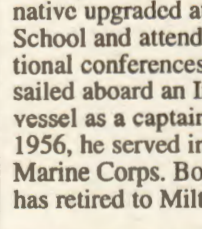
LLEWELLYN A. TROTT, 58, began sailing with the Seafarers in 1967 from the port of New York. His first ship was the *Panama*, operated by Sea-Land Service. Born in Bermuda, he sailed in the engine department and frequently upgraded at the Lundeberg School. Brother Trott calls Jamaica, N.Y. home.



NORVAL W. HEARN JR., 65, started his career with the Seafarers in 1965 in the port of Philadelphia. The Pennsylvania native upgraded at the Lundeberg School and attended two educational conferences there. He last sailed aboard an Interstate Oil vessel as a captain. From 1953 to 1956, he served in the U.S. Marine Corps. Boatman Hearn has retired to Milton, Del.

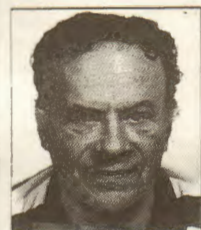
INLAND

EMETERIO C. HOOI, 65, joined the SIU in 1981 in his native Puerto Rico. Sailing in the engine department, he



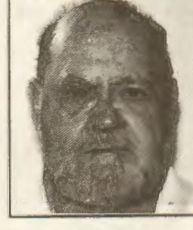
worked primarily on vessels operated by Crowley Towing & Transportation. Boatman Hooi makes his home in Santurce, P.R.

ROBERT T. HOPKINS, 63, began sailing with the Seafarers in 1976. A native of Virginia, he worked in the deck department, last sailing aboard the *Enterprise*. For 20 years he served in the U.S. Navy, from 1951 to 1971. Boatman Hopkins has retired to Melfa, Va.



GIOVANNI G. MENNELLA, 67, started his career with the SIU in 1980 aboard the *Sea Hawk*, operated by Crowley Towing & Transportation. He sailed in both the steward and deck departments. Born in New York, he served in the U.S. Army from 1947 to 1951. Boatman Mennella makes his home in Fontana, Calif.

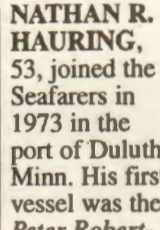
JAMES A. SHIFFLETT, 69, graduated from the Andrew Furuseth Training School in 1960 and joined the Seafarers in the port of Baltimore. The Virginia native started out in the deep sea division and later transferred to inland vessels. Prior to upgrading to a licensed officer in 1968, he sailed as a chief engineer. A veteran of World War II, he served in the U.S. Army from 1944 to 1946. Boatman Shifflett calls Baltimore home.



GREAT LAKES



NATHAN R. HAURING, 53, joined the Seafarers in 1973 in the port of Duluth, Minn. His first vessel was the *Peter Robertson*, operated by Kinsman Marine. The Michigan native worked in the deck department, last sailing aboard the *St. Clair*, an American Steamship Co. ves-



sel. From 1960 to 1964, he served in the U.S. Navy. Brother Hauring has retired to Chassell, Mich.

JOSEPH S. NOVAK, 65, first sailed with the SIU in 1955 from the port of Philadelphia aboard the *Charles M. Schwab*. Born in Pennsylvania, he started out in the deck department and later transferred to the steward department. Brother Novak last sailed in 1976 aboard the *St. Clair*, operated by American Steamship Co. He makes his home in Plymouth, Pa.



JOHN W. SELLERS, 60, began sailing with the Seafarers in 1959 from the port of Detroit. Born in Kentucky, he worked in the deck department, last sailing aboard the *St. Clair*. From 1953 to 1956, he served in the U.S. Marine Corps. Brother Sellers calls Toledo, Ohio home.



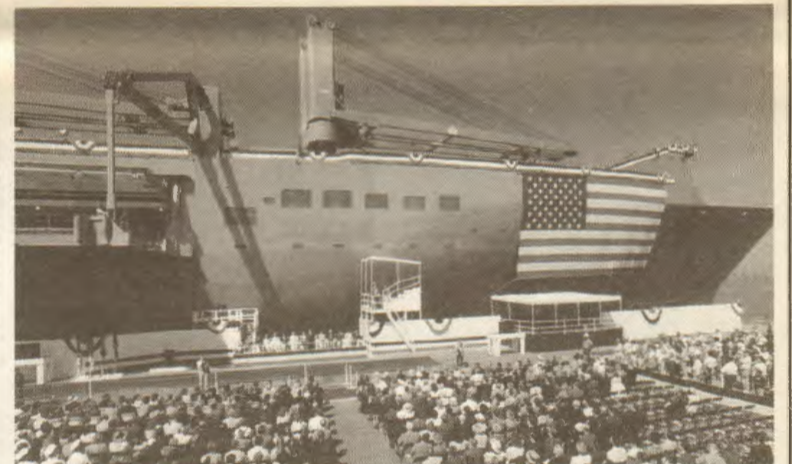
sel. From 1960 to 1964, he served in the U.S. Navy. Brother Hauring has retired to Chassell, Mich.

Seafarers Begin Crewing Gilliland

Following its christening on May 24 in Newport News, Va., the *USNS Gilliland* began a 45-day shakedown cruise with SIU members aboard. Seafarers had begun crewing the vessel on May 15 and were aboard the ship when it was delivered to the U.S. Military Sealift Command (MSC) on May 23.

The *Gilliland* is the fourth of five former Maersk container-ships to be converted for operation by SIU-contracted Bay Ship Management as part of the MSC repositioning fleet. The *USNS Shughart* and *USNS Gordon* were delivered to MSC last year; the *USNS Yano* was delivered in February; and the *USNS Soderman* is slated to join the fleet later this year. In all, 19 roll-on/roll-off vessels are scheduled to be built or converted at U.S. shipyards by the year 2001 as part of a U.S. strategic sealift program.

The *Gilliland*, named in honor of Cpl. Charles L. Gilliland (who was awarded the Congressional Medal of Honor posthumously for service during the Korean War in 1951), is capable of transporting an entire armor battalion task



Christening ceremonies for the *USNS Gilliland* took place at Newport News (Va.) Shipbuilding on May 24, the day after the repositioning ship was delivered to the U.S. Military Sealift Command.

force, carrying urgently needed U.S. Army equipment, vehicles and supplies to any area of conflict in the world at a moment's notice.

Newport News Shipbuilding converted the *Gilliland* from a Danish containership into the military vessel. As part of the conversion, the shipyard added handling gear that includes two 110-ton cranes, a slewing stern

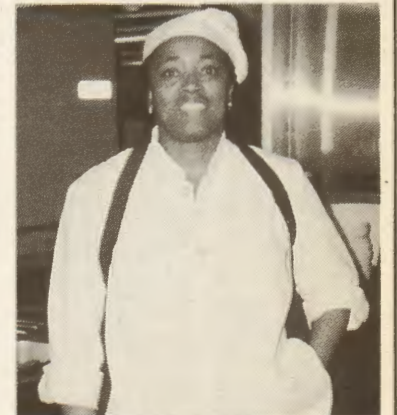
ramp, two side ports, a side port ramp, five forklifts and a container handling truck. It is 956 feet long, has a maximum beam of 105.9 feet, a draft (fully loaded) of 36.1 feet, a displacement (fully loaded) of 57,000 tons and a speed of 24 knots. In addition, the sealift vessel has a cargo capacity of six football fields and can load and offload U.S. military cargo in 96 hours.



Chief Cook Charles Brooks learns his way around the new galley.



Getting an overall feel for the converted ship is Bosun David Park.

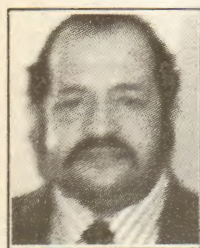


Steward/Baker Carolyn Evans is ready to start work on the *Gilliland*.

Final Departures

DEEP SEA

FRANK ADKINS



Pensioner Frank Adkins, 67, passed away June 4. Born in Illinois, he joined the Seafarers in 1946 in the port of New York. Brother Adkins sailed in the steward department and upgraded at the Lundeberg School in Piney Point, Md., where he completed the steward recertification program in 1980. During his career, he was active in union organizing drives and beefs. A resident of Massapeque, N.Y., he began receiving his pension in November 1987.

ALBERT C. ALEGADO



Pensioner Albert C. Alegado, 89, died May 25. Brother Alegado started his career with the Marine Cooks & Stewards (MC&S) in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Born in the Philippines, he resided in San Francisco and retired in September 1970.

BEN Q. CROCKETT



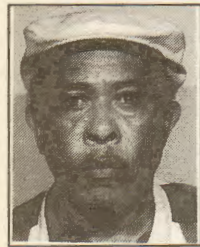
Ben Q. Crockett, 52, died March 9. He joined the SIU in 1965 in the port of Philadelphia. The Pennsylvania native sailed in the deck department and upgraded at the Lundeberg School. A resident of Woodbury, N.J., Brother Crockett last sailed in December 1985 aboard the *Beaver State*. From 1963 to 1965, he served in the U.S. Air Force.

ROLAND FRANCISCO



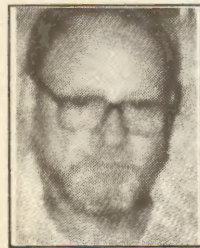
Pensioner Roland Francisco, 69, passed away June 8. Born in Louisiana, he began sailing with the Seafarers in 1957 from the port of Wilmington, Calif. He worked in the steward department, last sailing as a chief cook. Brother Francisco lived in Sacramento, Calif. and began receiving his pension in January 1993.

MAURICE FRANKLIN



Pensioner Maurice Franklin, 79, died March 26. Brother Franklin started his career with the MC&S before that union merged with the SIU's AGLIWD. Born in Texas, he was a resident of Los Angeles and retired in November 1975.

GEORGE L. HAYES



Pensioner George L. Hayes, 73, passed away June 8. Born in Idaho, he joined the Seafarers in 1948 in the port of New York. Brother Hayes

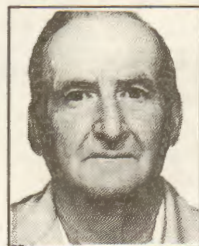
last sailed as a bosun. He was a World War II veteran, having served in the U.S. Navy from 1941 to 1946. The Chinook, Wash. resident began receiving his pension in September 1989.

BIVENS B. HENDERSON



Pensioner Bivens B. Henderson, 76, died June 21. A charter member of the SIU, Brother Henderson joined the union in 1939 in the port of Mobile, Ala. The Alabama native sailed in the steward department as a chief cook. He was a resident of Brooklyn, N.Y. and retired in August 1982.

THOMAS HENRY



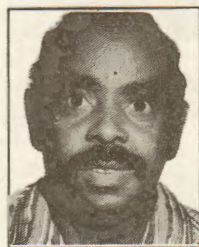
Pensioner Thomas Henry, 74, passed away June 18. He began his career with the Seafarers in 1950 in his native New York. Brother Henry sailed in the deck department. He served in the U.S. Navy from 1941 to 1946. The San Francisco resident began receiving his pension in February 1988.

WILLIAM HOLLAND



Pensioner William Holland, 67, died June 7. Brother Holland started his career with the SIU in 1948 in the port of New Orleans. Born in Arkansas, he sailed in the engine department. Prior to receiving his U.S. Coast Guard license as a 2nd assistant engineer, he sailed with the SIU as a chief electrician in 1976 aboard the *Transcolumbia*. Brother Holland resided in Vallejo, Calif. and retired in November 1994.

CHARLES M. HUBBARD



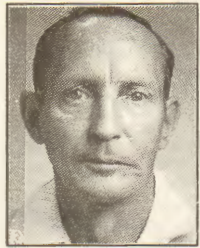
Charles M. Hubbard, 65, passed away May 30. Born in New Orleans, he joined the MC&S in 1959 in the port of Portland, Ore., before that union merged with the SIU's AGLIWD. Brother Hubbard worked in the steward department, last sailing as a chief cook. A resident of Portland, he began receiving his pension in March 1995.

ROBERT J. KOTECKI



Pensioner Robert J. Kotecki, 66, died May 22. He began sailing with the Seafarers in 1961 from the port of Jacksonville, Fla. Born in Illinois, he worked in both the steward and engine departments. Prior to his retirement in September 1995, Brother Kotecki sailed in the steward department aboard the *Nedloyd Holland*, operated by Sea-Land Service. From 1950 to 1953, he served in the U.S. Army. He was a resident of St. Augustine, Fla.

JOHN F. KOZAR



Pensioner John F. Kozar, 71, passed away June 6. A native of Pennsylvania, he started his career with the SIU in 1943 in the port of New York. He sailed in the engine department and upgraded at the Lundeberg School. Brother Kozar last sailed aboard the *Inger*, a Reynolds Metals Company vessel. The resident of Taylor, Pa. began receiving his pension in March 1981.

EDWARD T. KRESZ



Pensioner Edward T. Kresz, 78, died May 29. Brother Kresz joined the Seafarers in 1953 in the port of New York. The Pennsylvania native sailed in the deck department and attended an educational conference at the Lundeberg School. Prior to his retirement in January 1982, he sailed aboard the *Tamara Guilden*, operated by Transport Commercial Company. During World War II, he served in the U.S. military. Brother Kresz was a resident of Philadelphia.

RANDOLPH LIVERPOOL



Randolph Liverpool, 33, passed away May 29. He graduated from the Lundeberg School's entry level training program in 1982 and joined the SIU in the port of Piney Point, Md. His first ship was the *Santa Adela*. Born in Virginia, he sailed in the deck department and upgraded at the Lundeberg School. He was a resident of Norfolk, Va.

WALTER W. LUNGREN



Pensioner Walter W. Lungren, 77, died May 27. Born in Massachusetts, he graduated from the Andrew Furuseth Training School in 1957 and started his career with the Seafarers in the port of New York. Brother Lungren sailed in the engine department. A resident of Long Beach, Calif., he began receiving his pension in August 1986.

WILLIE L. MITCHELL



Pensioner Willie L. Mitchell, 70, passed away May 18. A native of North Carolina, he began sailing with the SIU in 1952. He sailed in the deck department and upgraded at the Lundeberg School. Brother Mitchell retired in October 1991. He was a resident of Burlington, N.C. From 1944 to 1946, he served in the U.S. Navy.

EDWARD J. MOSAKOWSKI

Pensioner Edward J. Mosakowski, 70, died May 19. Brother Mosakowski started his career with the Seafarers in 1951 in his native Philadelphia. Brother Mosakowski sailed in the deck department. From



1944 to 1945, he served in the U.S. Army. Brother Mosakowski began receiving his pension in September 1983.

LARS NIELSEN



Pensioner Lars Nielsen, 85, passed away June 8. Born in the Virgin Islands, he joined the SIU in 1945 in the port of Norfolk, Va. Brother Nielsen sailed in the deck department. He resided in New York and retired in October 1976.

TOMAS RAMIREZ



Pensioner Tomas Ramirez, 75, died June 8. A native of Puerto Rico, he began sailing with the Seafarers in 1947 from the port of New York. He sailed in the deck department and during his union career was active in organizing drives and strikes. Brother Ramirez was a resident of Ponce, P.R. and began receiving his pension in March 1985.

HARVEY TRAWICK



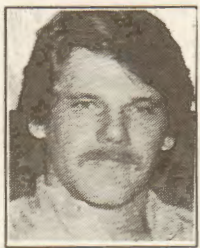
Pensioner Harvey Trawick, 83, passed away May 22. A charter member of the Seafarers, he joined the union in 1939 in the port of Mobile, Ala. Brother Trawick sailed as a bosun in the deck department and retired in March 1977. A native of Alabama, he was a resident of Spanish Fort, Ala.

ALIPIO TRUJILLO



Pensioner Alipio Trujillo, 79, died May 22. Brother Trujillo began his career with the SIU in 1949 in the port of Tampa, Fla. Born in Cuba, he sailed as a member of the steward department. A resident of Cooper City, Fla., he began receiving his pension in July 1974.

ROBERT WALKER



Robert Walker, 37, passed away April 16. Born in Alabama, he graduated from the Lundeberg School's entry level training school in 1977 and joined the Seafarers in the port of Piney Point, Md. Brother Walker sailed in the deck department and upgraded at the Lundeberg School. He was a resident of Mobile, Ala.

INLAND

LLOYD J. CORMIER

Pensioner Lloyd J. Cormier, 83, passed away May 13. A native of Louisiana, he joined the Seafarers in 1965 in the port of Port Arthur,



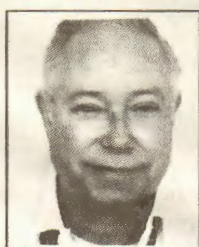
Texas. He worked in the steward department. Prior to his retirement in July 1977, he sailed aboard a Sabine Towing vessel. Boatman Cormier resided in Groves, Texas.

PETER J. DWYER



Peter J. Dwyer, 76, died May 10. Born in Massachusetts, he started his career with the SIU in 1953 in the port of New York. Boatman Dwyer worked in the deck department, last sailing as a first mate. The Philadelphia resident retired in August 1988.

ROY S. HARDEN



Pensioner Roy S. Harden, 73, passed away May 2. Boatman Harden began sailing with the Seafarers in 1964 from the port of Norfolk, Va. A native of North Carolina, he worked in the steward department, last sailing as a chief cook. He also sailed in the deep sea division. During World War II, he served in the U.S. Navy. Boatman Harden was a resident of Chesapeake, Va. and began receiving his pension December 1985.

ROBERT H. HILLIARD



Pensioner Robert H. Hilliard, 75, died June 26. A native of Virginia, he started his career with the SIU in 1964 in the port of Norfolk, Va. Boatman Hilliard sailed as a member of the engine department. A resident of Virginia Beach, Va., he retired in July 1984.

WILLIAM O. HOWERIN



Pensioner William O. Howerin, 87, passed away June 7. He joined the SIU in 1961 in the port of Norfolk, Va. Born in North Carolina, he worked in the engine department. Boatman Howerin sailed primarily aboard vessels operated by Curtis Bay Towing. He was a resident of Virginia Beach, Va. and retired in October 1973.

PERFECTOR MONILLAS



Pensioner PerfeCTOR Monillas, 88, died June 22. Born in the Philippines, he started his career with the Seafarers in 1960 in the port of Philadelphia. He worked in the steward department and sailed primarily on vessels operated by Curtis Bay Towing as a chief steward. Boatman Monillas resided in Villas, N.J. and began receiving his pension in April 1975.

Continued on page 20

Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships minutes. The minutes are then forwarded to the Seafarers LOG for publication.

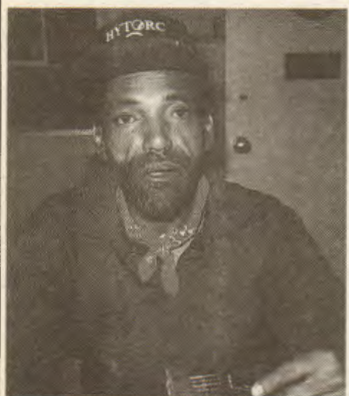
USNS POTOMAC (Bay Ship Management), February 12—Chairman Thomas Smith, Secretary Dante F. Slack, Educational Director Michael Scinto, Deck Delegate Bryan Bush, Engine Delegate Randy Snay, Steward Delegate Alvin Smith. Chairman announced ship going into Singapore shipyard for two weeks in August. He noted new contract and wage increase effective in March. Educational director encouraged members to upgrade at Lundeberg School and reminded crew to obtain an STCW identification certificate. Treasurer reported \$117 in ship's fund. No beefs or disputed OT reported. Crew requested copies of contract and a new juice machine for unlicensed mess hall. Next port: Singapore.

DUCHESS (Ocean Duchess Inc.), March 30—Chairman Lawrence Kunc, Secretary Raymond Jones, Deck Delegate Kenneth Gilson, Steward Delegate James Harris. Chairman asked contracts department for information concerning 1996 agreement. Educational director advised crewmembers to apply for training record books (TRBs). No beefs or disputed OT reported. Crewmembers extended special vote of thanks to galley gang for job well done.

MAERSK CALIFORNIA (Maersk Lines), April 24—Chairman Maurilio Zepeda, Secretary Kris Hopkins, Educational Director Robert Hamil, Deck Delegate Ralph Kirby. Chairman discussed the SIU jobs created by the addition of four new Maersk vessels and reminded members to do a good job. Secretary urged crew to help keep ship clean. Educational director encouraged crewmembers to upgrade at Lundeberg School. No beefs reported. Steward informed crew store situation will be handled upon arrival in port of Charleston, S.C. Crewmembers thanked galley gang for job well done until first store-up. Crew requested new freezer for mess hall, new pillows and new radio antenna. Next ports: Freeport, Bahamas; Miami; Vera Cruz, Mexico and Houston.

WILLAMETTE (Kirby Tankships), April 27—Chairman Lawrence Zepeda, Secretary

Dinner At Sea



OS Larry Reed enjoys a steak dinner aboard the USNS Algol.

Steven Wagner, Educational Director W.C. Weekley Sr., Deck Delegate Liberato Viray, Engine Delegate Edward Krebs, Steward Delegate Ernie Batiz. Chairman noted ship was in layup for 22 day. He extended a welcome to crewmembers and announced payoff upon arrival in port of Los Angeles. Bosun reminded crew to immediately report any unsafe shipboard working conditions to department head or mate on watch. Secretary thanked deck and engine department members for keeping mess hall and pantry area clean and advised crew to put dirty linens in linen locker before arrival in next port. Educational director discussed importance of upgrading at Lundeberg School. No beefs or disputed OT reported. Crew noted Seafarers LOGs received in port of New Orleans. Bosun stated repair list posted in crew mess hall. Crew requested repairs for showers in deck and engine quarters. Members discussed the Seafarers Welfare Plan's dental coverage.

CHARLES L. BROWN (Transoceanic Cable Ship), May 28—Chairman Francisco Sousa, Secretary Edward Dunn, Educational Director Joe Stores, Deck Delegate James Anderson, Engine Delegate Victor Mondeci, Steward Delegate Cecilio Suarez. Chairman announced payoff on May 30 and reminded crew ship is on cable repair standby. Bosun explained the new training record books (TRBs) which eventually will be required for deep sea Seafarers. Educational director stressed importance of upgrading at Piney Point. No beefs or disputed OT reported. Chairman advised crew to observe shipboard smoking policy and keep TV volume low during meal hours. Crew noted parts for unlicensed washing machine still have not arrived. Crew saluted Vice President Contracts Augie Tellez for his work in keeping cables with SIU. Next port: St. Thomas, U.S.V.I.

DUCHESS (Ocean Duchess Inc.), May 25—Chairman Robert Allen, Secretary Raymond Jones, Educational Director Byron Elliott, Deck Delegate Kenneth Gilson, Engine Delegate Robert Opper, Steward Delegate Mariano Norales. Crewmembers asked contracts department to clarify what members qualify for emergency leave and to send a copy of contract to ship. Secretary urged crewmembers to take advantage of upgrading opportunities available at Piney Point. No beefs or disputed OT reported. Crew requested medical identification cards for dependents. Crew asked for new mattresses. Next port: Portland, Maine.

GALVESTON BAY (Sea-Land Service), May 25—Chairman James Davis, Secretary D.A. Brown, Educational Director Miguel Rivera, Deck Delegate Martin Rosen. Chairman announced payoff upon arrival in port of Elizabeth, N.J. Educational director encouraged crew to upgrade at Paul Hall Center. No

beefs or disputed OT reported. Bosun read letter received from Vice President Contracts Augie Tellez concerning request that members be permitted to register with union by electronic mail. Members reported crew lounge audio system in need of repair. Chairman thanked crew for clean ship and extended special vote of thanks to steward department for outstanding food and sanitary condition of vessel. Crew observed moment of silence for departed SIU brothers and sisters.

NEDLLOYD HOLLAND (Sea-Land Service), May 18—Secretary Bruce Mesger, Educational Director Mark Serlis. Secretary and educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew reminded to read Seafarers LOG. Crew thanked steward department for job well done. Next port: Charleston, S.C.

OVERSEAS NEW YORK (Maritime Overseas), May 25—Chairman James Souci, Secretary Ray Agbulos, Educational Director Jimmie Thomas, Deck Delegate Ben Octaviano, Engine Delegate Craig Craft, Steward Delegate Julianne Abernathy. Chairman extended special welcome to Piney Point apprentice Aaron Lutsky, and explained the new apprentice program to crewmembers. He reminded crew to separate plastics from regular trash. Bosun noted he will speak to captain about heat adjustment for individual quarters. He advised crewmembers of new alcohol testing policy in Valdez, Alaska. Secretary thanked crewmembers for cooperation in keeping crew lounge and mess room clean and praised them for good voyage. Treasurer reported \$100 in ship's fund. No beefs or disputed OT reported. Crew thanked galley gang for fine meals. Next port: Valdez.

OVERSEAS VIVIAN (Maritime Overseas), May 31—Chairman Michael Eaton, Secretary Joseph Miller, Deck Delegate Roan Lightfoot. Chairman advised crew to apply for training record books (TRBs). Secretary noted smooth sailing. No beefs or disputed OT reported. Crew extended vote of thanks to steward department for job well done. Crewmembers requested new TV antenna for lounge. Steward reminded members to clean rooms before signing off vessel. Next port: Jacksonville, Fla.

SEA-LAND ENTERPRISE (Sea-Land Service), May 29—Chairman Elex Cary Jr., Secretary Julio Roman Jr., Educational Director Ray Chapman, Deck Delegate M.R. Santana, Engine Delegate Saeed Muflahi, Steward Delegate Richard Casuga. Chairman urged members to check Seafarers LOG for schedule of new classes being offered at Piney Point and asked members to donate to SPAD. He thanked galley gang for good food. Secretary noted everything running smoothly and advised all members to attend union meetings. Secretary and educational director discussed importance of upgrading at Paul Hall Center. No beefs or disputed OT reported. Next port: Oakland, Calif.

SEA-LAND INTEGRITY (Sea-Land Service), May 11—Chairman Spencer Lyle, Secretary Pedro Laboy, Educational Director Dennis Baker, Deck Delegate Doug Craft, Engine Delegate Jeffrey Hailstone, Steward Delegate John Platts.

Crewmembers reported cellular phone on number 5 deck needs to be repaired and ship needs to be fumigated for bugs. Bosun announced payoff upon arrival in port of Houston. Crewmembers elected Doug Craft as new ship's chairman. Educational director distributed training record book (TRB) applications and discussed new Lundeberg School apprenticeship program. No beefs or disputed OT reported. Crew requested new chairs for lounge and noted photos of Brother Morales' burial at sea sent into Seafarers LOG. Next port: Charleston, S.C.

crewmembers to upgrade skills at Lundeberg School and consider Piney Point for a family vacation spot. He also urged members to donate to SPAD. No beefs or disputed OT reported. Crew offered several comments directed to the union's contract and welfare departments. Crew extended vote of thanks to galley gang, especially Chief Cook Dien Short, for a job well done. Next port: Tacoma, Wash.

USNS EFFECTIVE (U.S. Marine Management), May 28—Chairman Jerald Galletta, Secretary Eric Balianz, Deck Delegate John

45 Days Aboard the USNS Algol



Crewmembers aboard the USNS Algol recently completed a 45-day trial run from New Orleans to ports in Texas, North Carolina, New Jersey, Holland and Germany. Pictured above are, from left, Chief Steward Calvin Hazzard, Assistant Cook Leonard Kelly, GSU David Buchanan, (back row) AB Lester Hoffman and Wiper Jose Salcedo.

SEA-LAND PRODUCER (Sea-Land Service), May 22—Chairman Walter Petty, Secretary Ivan Salis, Educational Director James Roberts, Deck Delegate Mark Holman, Engine Delegate R. Williams, Steward Delegate Willie Grant. Chairman informed crew copies of contract have arrived and advised all members to read pact thoroughly. He announced payoff in port of Jacksonville, Fla. Educational director reminded members to upgrade at Paul Hall Center and donate to SPAD to help preserve the U.S.-flag fleet. No beefs or disputed OT reported. Bosun read telex from headquarters concerning National Maritime Day. Crew asked contracts department to look into making Maritime Day an SIU holiday in next contract. Crew thanked galley gang for excellent food. Next ports: Jacksonville, San Juan, P.R. and Santo Domingo.

SEA-LAND QUALITY (Sea-Land Service), May 25—Chairman Benedict Veiner, Secretary Terry Smith, Educational Director Angel Hernandez. Educational director stressed importance of upgrading at Piney Point. Crewmembers agreed to establish ship's fund. No beefs or disputed OT reported. Crewmembers asked contracts department to look into reimbursement of airline tickets for members. Crew requested copies of contract. Steward reminded crew to rewind videotapes after viewing and advised all members to have valid clinic cards. Next ports: Charleston, S.C.; Port Everglades, Fla.; Houston; and Jacksonville, Fla.

SEA-LAND VOYAGER (Sea-Land Service), May 25—Chairman Lance Zollner, Secretary Gregory Keene, Deck Delegate J.R. McDaniel. Chairman noted copies of contract and new Seafarers LOGs available. Educational director reminded

Hazzard, Engine Delegate Stanley Castro, Steward Delegate Yvonne Oamil. Crew reported ship's treadmill has been broken since March 1996. Crewmembers asked steward department to increase the amount of fresh fruit and vegetables ordered for each voyage. Crew reported that AB Galletta resumed ship's chairman responsibilities after Bosun Glen Baker was taken from ship by helicopter due to a medical emergency. No beefs or disputed OT reported. Crewmembers asked the union's contract department to clarify the tour of duty section contained in the contract.

SEA-LAND DEFENDER (Sea-Land Service), June 1—Chairman James Foley, Secretary Raymond Garcia, Educational Director Ed Rynberg, Deck Delegate Robert Raney, Engine Delegate Moftah Mothana. Chairman advised members to complete and send in training record book (TRB) applications. Bosun and educational director encouraged crew to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew noted copies of Seafarers LOG and contracts received. Crew asked contracts department to define policy for vacation and days off. Steward department received special vote of thanks by crew.

SEA-LAND EXPEDITION (Sea-Land Service), June 1—Chairman Norberto Prats, Secretary Edgar Vazquez, Educational Director Frank Berneo. Chairman, captain and crew extended special vote of thanks to SIU President Mike Sacco, Vice President Contracts Augie Tellez, Vice President Atlantic Coast Jack Caffey and Assistant Vice President Contracts Kermet Mangram for their recent visit to vessel. Bosun noted captain was very pleased with their presence. No beefs or disputed OT reported. Chairman praised crewmembers for working together to continue smooth shipboard operations.

Cleveland Crew Salutes GSU Mendoza on His Well-Earned Retirement



GSU Julian Mendoza cuts his retirement cake during his last voyage aboard the *Cleveland*. Pictured with Mendoza are, from left, OMU Davon McMillan, AB Hennie Haylock, OS Josh Morris, Chief Steward Rickie Juzang and Bosun Fareed Khan.

After sailing with the SIU for more than three decades, GSU Julian Mendoza signed off the *Cleveland* and headed for his native Laredo, Texas.

Before Mendoza walked down the gangway for the last time after the vessel docked in Port Canaveral, Fla., the crew of the Sealift, Inc. vessel treated him to a retirement party he will not soon forget.

Chief Steward Rickie Juzang and Chief Cook Fausto Aranda prepared a feast to commemorate Mendoza's career as a Seafarer. Crewmembers enjoyed barbecued pork and beef ribs with a "special sauce" as well as chicken, hamburgers, hot dogs, grilled fish, baked beans, corn-on-the-cob, watermelon and more. A decorated cake was baked for Mendoza, and crewmembers enjoyed the cookout at picnic tables on the deck while the vessel sailed from Eastern Africa to Florida.

In a letter to the *Seafarers LOG* that included the photographs accompanying this article, crewmembers stated Mendoza will be missed by everyone.

"His cheerful smile and positive attitude made din-

ing aboard the *Cleveland* a nice experience," the crew noted.

Mendoza sailed with the SIU for 37 years, during which time he worked on all kinds of ships and called on ports all over the world.

"My career with the SIU has been just like a dream. I enjoyed it—both the good and the bad. I have made it and I thank God," he said.

Brother Mendoza stated he will enjoy spending his retirement years visiting friends and family. "You won't find me sitting at home," he declared.



A barbecue was prepared by Chief Cook Fausto Aranda (right, sitting) and Chief Steward Rickie Juzang on the deck of the *Cleveland* to congratulate GSU Julian Mendoza on his retirement.

Final Departures

Continued from page 18

ATLANTIC FISHERMEN

ANIBAL S. SIMOES



Anibal S. Simoes, 90, passed away February 17. Brother Simoes joined the Atlantic Fishermen's Union in 1954 in the port of

Gloucester, Mass., before it merged with the AGLIWD in 1981. He worked as a fisherman aboard the fishing vessels *Tina B.* and *Wild Duck*. Born in the Azore Islands, he

later became a U.S. citizen. Brother Simoes was a resident of Gloucester and began receiving his pension in April 1971.

RAILROAD MARINE

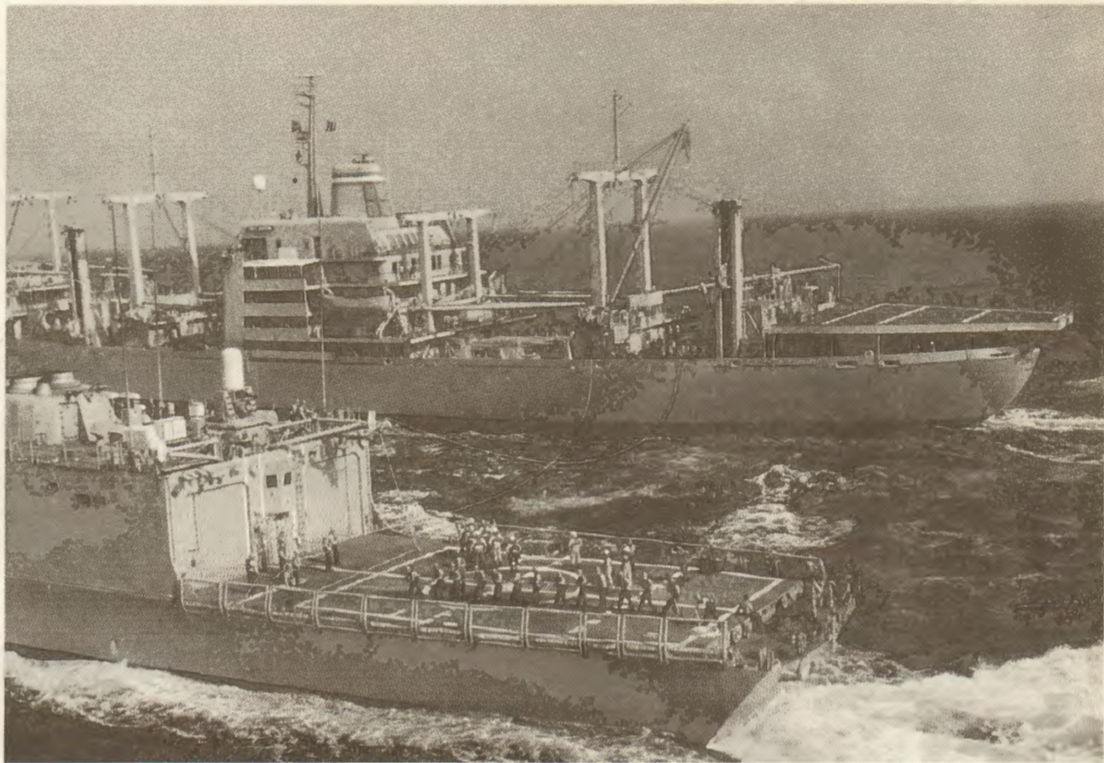
GILBERT J. HERBERT



Pensioner Gilbert J. Herbert, 74, died June 12. A native of New Jersey, he began his career with the Seafarers in 1960 in the port of New York. Sail-

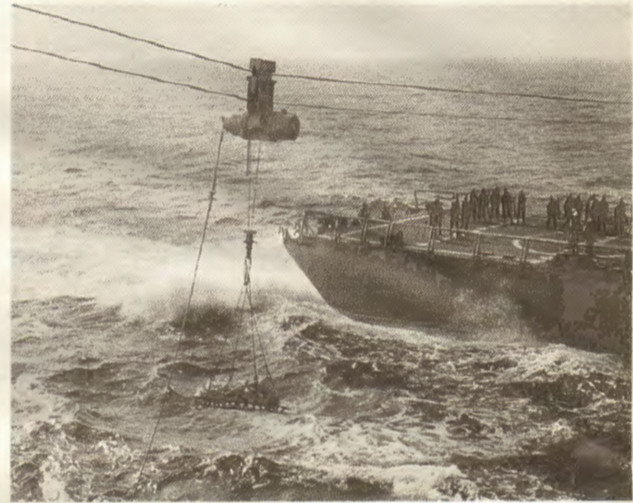
ing as a mate in the deck department, Brother Herbert worked primarily for the marine division of the Pennsylvania Railroad Co. He began receiving his pension in September 1991.

Practice Makes Perfect for Cape Johnson



The SIU crewed *Cape Johnson* (top) recently broke out for intensive military-support exercises that included vertical and underway replenishment for 11 U.S. Navy ships. Part of the U.S. Military Sealift Command's Ready Reserve Force, the *Cape Johnson* received top marks from the government for its performance during the drills, which took place near St. Croix in late May and early June. Operated by Amsea, the *Cape Johnson* is a 564-foot breakbulk vessel featuring helicopter landing pads. The 30-year-old ship usually transports ammunition, but also can handle stores and other cargo.

Above and at right, the *Cape Johnson* tests the modular cargo delivery system, or MCDS, with guided missile frigate *USS Underwood*.



For New Bedford Fishermen, 1997 'Blessing of the Fleet' May Portend Better Future

The 1997 version of the traditional blessing of the New Bedford commercial fishing fleet has brought with it signs of better days for SIU members after a half-decade of retrenchment and regulation. That is because the National Marine Fisheries Service (NMFS)—the federal agency charged with managing U.S. fish stocks—is beginning to recognize the rebound in fish stocks noted by local fishermen and the SIU for the past three years.

Additionally, the union and U.S. Representative Barney Frank (D-Mass.), whose district includes New Bedford, are working with the fishery management system to ease some of the more repressive rules just taking effect this year.

The return of fish stocks—the cod, haddock and flounder which

have helped make the New Bedford region famous—also has helped SIU fishermen enjoy one of the best years in the past decade despite being limited in the total number of days they could fish. However, this success may be short-lived if the government continues reducing fishing days, as currently planned.

"It is inhumane and unnecessary to keep cutting our members' days," said SIU New Bedford Port Agent Henri Francois. "The fish haven't come back in anticipation of cuts yet to come, but because of the very real sacrifices we have made these past four years."

This is a message the SIU plans to take to U.S. Commerce Secretary William Daley (whose agency houses NMFS) when he visits New Bedford this month at

the invitation of Frank and Senators Edward Kennedy and John Kerry (both, D-Mass.).

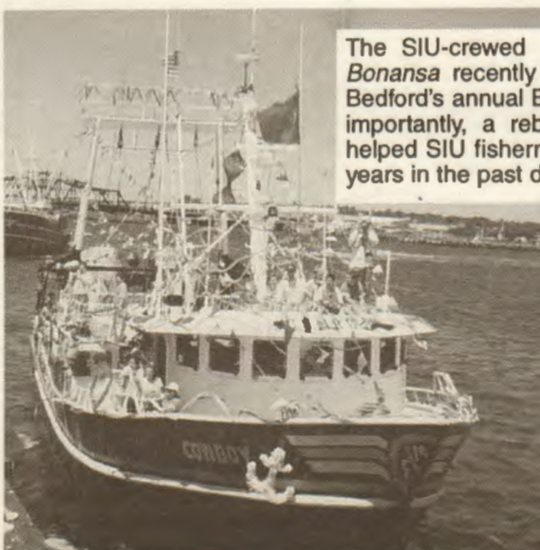
Seafarers Take Top Slots

The 28th annual fleet blessing was part of an elaborate three-day festival known as Summerfest.

As part of the celebration, fishing boats from the local fleet are decorated by their crewmembers to sail before a reviewing stand that includes elected officials, clergy and members of the business community.

SIU boats won first and second places this year. Captain Firminio V. Pereira, Mate Alfredo Conde, Deckhand Firminio A. Pereira, Engineer Jorge Ruela and Cook Manuel Areias guided the *F/V Cowboy* to the top ranking.

The *F/V Bonansa* received second-place honors and was crewed by Captain Antonio Ruivo, Mate John Santos, Deckhand Americo DaSilva, Engineer Joaquim Mouco and Cook Jose Marques.



The SIU crewed *Cowboy* (left photo) and *Bonansa* recently took top honors at New Bedford's annual Blessing of the Fleet. More importantly, a rebound in fish stocks has helped SIU fishermen enjoy one of the best years in the past decade.



'Made in USA' Is Jeopardized By FTC Proposal

A number of trade unions, dozens of congressional representatives from both parties, consumer groups and business organizations are maintaining the fight to protect the integrity of the words "Made in USA" on product labels and in advertising.

The campaign, which has gained more and more backers this summer, is a direct response to the Federal Trade Commission's (FTC) proposal earlier this year to relax the 50-year-old rule that "all or virtually all" of a product be made domestically before it may bear the Made in USA label. The FTC is accepting written comments from the public on this matter until August 11. After reviewing the comments, the commission will approve, reject or alter the proposal.

The AFL-CIO's Union Label & Service Trades Department is urging all union members and the general public to ask their elected representatives on Capitol Hill to oppose the FTC plan. The department also encourages union members and other individuals to seek their representatives' backing for a "Sense of Congress" House resolution introduced by Rep. Bob Franks (R-N.J.) in June. That resolution calls upon the FTC to withdraw its proposal and to maintain the "all or virtually all" U.S. parts and labor standard for the label. (A similar resolution was expected to be introduced in the Senate as the *Seafarers LOG* went to press.)

Pushed for by manufacturers using a combination of foreign and

U.S. parts and labor in their products—but still wanting the benefits of the Made in USA label (which is a key selling point to many consumers)—the FTC proposal seemingly lowers the standard to 75 percent. However, Franks noted that the "fine print" reveals as little as 56 percent U.S. parts and labor could qualify a product to be labeled American-made.

The FTC also would grant such labeling rights "if the product was substantially transformed into a different product in the United States," according to the proposal.

Opponents of the FTC pronouncement (which would not apply to automobiles, textiles, wool or fur) warned that lowering the standard would result in U.S. job loss and would confuse—if not outright mislead—American consumers.

Franks said it is "sad that the agency charged with upholding truth in advertising is now attempting to pull a fast one on America's consumers."

Similarly, Rep. John Dingell (D-Mich.), a cosponsor of the resolution, described the FTC proposal as "a scam on the public" and said it would "sanctify lying."

Rep. Marcy Kaptur (D-Ohio) pointed out that "there is much money to be made through subterfuge in labeling," and further cautioned that the voluminous fine print in the agency's recommendation would create "a lawyers' sandbox."

Charlie Mercer, president of the Union Label & Service

Trades Department, stated that many businesses supportive of the FTC plan already have moved substantial parts of their operations overseas "at the cost of hundreds of thousands of good American jobs. It is obvious that they now recognize the considerable commercial value of the Made in USA label and want to be able to use it anyway."

He added that adoption of the FTC proposal "would make the label a fraud on the American public and open the door even wider to the export of U.S. jobs."

A non-profit consumer group known as the Buy America Foundation described the FTC recommendation as "nothing less than a fraud on the American public that will eventually result in even more American jobs lost to foreign countries. Made in the USA is a simple concept. American consumers have a fundamental right to know the truth; it should be the role of the FTC to protect, not compromise, that right."

The foundation further suggests that if the current standard is changed, "Why not simply state the truth? If 75 percent of a product's cost is domestic, then label the product 75 percent Made in the USA—or 60 percent or 90 percent or whatever the case may be. [Otherwise], Made in USA should mean only one thing: that all or virtually all of the product was made here."

Written comments to the FTC must be received before August 11. They should be identified as "Made in USA Policy Comment" and addressed to the Office of the Secretary, Federal Trade Commission, Room 159, 6th & Pennsylvania Ave. NW, Washington, D.C. 20508.

Moreover, updates on this matter may be found at the following internet site, which also provides users with links to send e-mail messages to U.S. representatives and senators: <http://www.UnionLabel.org>.

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.

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.)

LOG Article Brings Back Memories

In the May issue of the *Seafarers LOG*, under the "Inquiring Seafarer" section, a Henry McCullough (retired) was interviewed at the Philadelphia hall. He stated that he was on the *Transatlantic* in 1951 when she got caught up in a storm going to France.

I think I was on the same trip. I was the 12-4 OS, and I had the first lookout at noon when shortly after going on watch, on top of the wheelhouse, a 75-foot wave crashed over us on the starboard side. All I could do was hold on to the wires leading down from the smokestack and watch the foredeck disappear.

The next day, we were steering from on top of the after house (on the fantail). At that time, I told the captain that I thought the wave was a 70-footer. He told me that he had it at 75 feet in the ship's log.

We had four lifeboats onboard. The two on the starboard side were moved. The forward one was shoved against the house because it was somewhat protected by the bridge. The #3 boat davits were moved aft of the house. And, believe it or not, the whole episode didn't bother me at all.

I have been retired since 1986 and would very much like to get in touch with Henry.

Dick Maley
Greene, Maine

(Henry McCullough may write Dick Maley at 647 Sawyer Road, Greene, ME 04236.)

Proper Training Pays Off in Emergencies

Thank you so much for your article in the June 1997 issue of the *Seafarers LOG* ["Crescent Tug Crews Honored at Safety Achievement Awards"]. It was a very well-written article but left some doubt in the reader's mind. In the second paragraph, it stated, "They had no clue as to what chemical to use when extinguishing a grease fire."

This may or may not have been true. During the state of excitement, the crew may have panicked and lost their memory of equipment whereabouts.

With proper training, this may have not occurred.

I thank the staff at the Lundeberg School for the opportunity to learn proper job skills. I'm convinced these skills were instrumental in the safe rescue of the tug *Prancer*.

Keep up the good work.

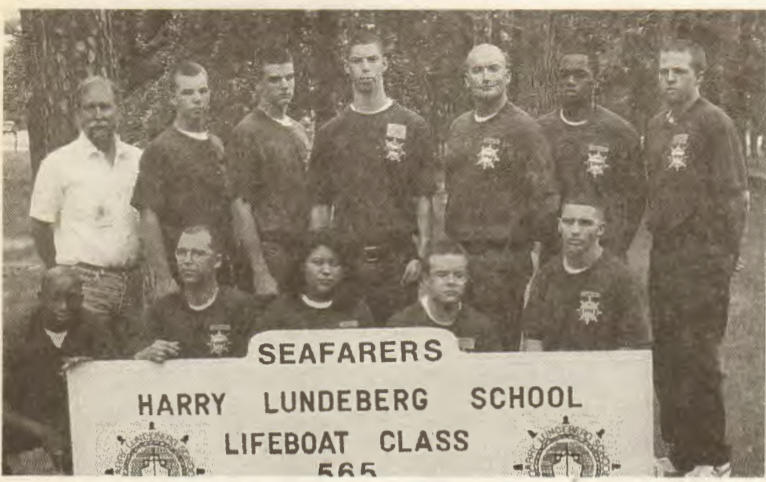
Captain Al Schmitt
New Orleans, La.

Seafarers Welfare Plan Takes Care of Its Members

I take my hat off to the Seafarers Welfare Plan for the help that they have shown me by paying my medical bills. I am very sick with a rare blood disease and appreciate all their help with my needs.

Larry D. Rust
Wilmington, Calif.

Lundeberg School Graduating Classes



SEAFARERS
HARRY LUNDEBERG SCHOOL
LIFEBOAT CLASS
565

Trainee Lifeboat Class 565—Graduating from trainee lifeboat class 565 are (from left, kneeling) Terrance Maxwell, Joel Patzer, Sara Barahona, Yakov Shubov, Garth Beattie, (second row) Ben Cusic (instructor) Bryan Ford, Edward Kelly II, Timothy Flynn, Dennis Maguire, Leslie Odom and Gregory Guay.



Chief Steward — Completing her training on June 18 to become a chief steward is Florenza Farquhar.



Upgraders Lifeboat—Upgrading graduates of the June 19 lifeboat class are (from left, kneeling) Glenn Toledo, Robbie Ballard, Stephanie Vogel, Mohamed Adam, Ahmed Ahmed, Ben Cusic (instructor), (second row) Fadhel Hasan, William Churney, Faustino Castillo, Lee Pullman, Guillermo Thomas, Jonn Noel and Eugenio Cabral Jr.



Bridge Management—Marking their graduation from the bridge management class on June 18 are (from left, kneeling) John Parker, Andre Skevnick, Joseph Butasek, Franz Eder, (second row) Regina Jakstas, Alex Lifeson, Joseph Violante, Bryan Bush and Casey Taylor (instructor).



Tankerman Barge PIC—Two members from Allied Towing completed the tankerman barge PIC course on June 13. Steven Ingvaldsen (center) and Walter Tate Jr. (right) are congratulated by their instructor, Ben Cusic.



Galley Operations—Eric Van Benthuyzen (center) is the first graduate from the revised galley operations curriculum. With him on June 18 are instructors Allan Sherwin (left) and Eileen Hager.



Tanker Assistant DL—SIU members completing the tanker assistant DL course on June 12 are (from left, front row, sitting) Nelson Patterson, Shelly Forsman, Jose Pedroza, (second row, kneeling) Hugh McDowell, Charles James, Candido Molina, George Murphy Jr., Jessie Ulibas, Alan Hansen, Daniel Rodriguez, (standing) Mark Jones (instructor), Carl Davis, Stephen Avallone, Chris Benzenberg, Guillermo Thomas, Thomas Stephens, Jason Peters, Chester Wheeler III, Neil Bond and Michael Willis.

LNG Familiarization—Receiving their endorsements from the LNG familiarization course on June 11 are SIU members (from left, kneeling) Sammy Montana, Virgilio Donghit, Abdulrahmen Al-Okaish, Khalid Mohamed, David Collins, (second row) Bruce Johnson, Gonzie Knott, Isabelo Fernandez, Gabriel Bonefont, Bridgette McIntosh, Vicki Holloway, Rick Redmond (instructor), (third row) Denis Burke, Blaine Amundson, Eric Van Benthuyzen, George Saltz, Robert Rester, Christopher Kavanagh and Christopher Adamowicz. Not pictured is Larry Jolla.



LUNDEBERG SCHOOL 1997 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between September through December 1997 at the Seafarers Harry Lundeborg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	September 22	November 14
Lifeboatman	September 8	September 20
	October 6	October 18
	November 3	November 15
	December 1	December 12
Radar Observer/Unlimited	October 6	October 17
	November 17	November 28
	December 1	December 12
Radar Recertification (one-day class)	October 16	
	November 28	
	December 11	

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	November 3	December 12
Hydraulics	October 20	November 14
Welding	September 22	October 17

Steward Upgrading Courses

Course	Start Date	Date of Completion
Galley Operations	September 6	October 3
	September 20	October 17
	October 4	October 31
	October 18	November 14

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	September 22	October 3
	October 6	October 17
	October 27	November 7
Tanker Assistant DL	September 22	October 10
	October 20	November 7
	November 17	December 5
LNG Familiarization	September 8	September 26
	November 17	December 5
LNG Recertification	November 3	November 21
Tankerman Barge PIC	October 20	October 31

Additional Courses

Course	Start Date	Date of Completion
English as a Second Language (ESL)	November 4	November 29
Adult Basic Education (ABE)	September 1	October 10
	October 20	December 5
Lifeboat Preparation	September 22	October 3
	October 20	October 31
	November 17	November 28
Introduction to Computers	Self-study	

The Academic Department will be offering a six-week course in English 101 and Mathematics 101, beginning September 8 and ending October 17. Students will be required to attend classes a minimum of 4 days a week for two hours each class. These courses are basic requirements for the Associates Degrees in Nautical Science or Marine Engineering Technology. Other courses in the academic program will require a minimum of five persons. The next academic session will begin November 10.

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

RETURN COMPLETED APPLICATION TO: Lundeborg School of Seamanship,
Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075. 8/97



UPGRADE

AT THE LUNDEBERG SCHOOL



The

Seafarers LOG

Volume 59 Number 8 August 1997

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

Attention Seafarers:

Your contributions to SPAD help ensure a strong, healthy merchant marine. For your future and job security, remember to donate to

SPAD

Bobo Offers A Winning Blend Of Hard Work And Enjoyment



Following a NATO exercise aboard ship, fishing lines were rigged. Posing with the record catch of the day—an 84-inch marlin—are (from left) Chief Steward Rich Gray, AB John Dawson, military contractor Bobby Carlton, Chief Engineer Dennis Simmons, Captain Mike Mahoney, Chief Cook Dorray Saberon and Cook/Baker Sharon Herner.



Birthdays are not forgotten on the 2nd Lt. John P. Bobo. Chief Cook Dorray Saberon (right) shows off a birthday cake made for her by Cook/Baker Sharon Herner.



AB John Dawson stands by his target with the M-14 rifle. John got a perfect score of 30/30.



While in Rota, Spain, crewmembers aboard the 2nd Lt. John P. Bobo were challenged to a softball game by the crew of the *Sgt. Matej Kocak*. The final score was *Bobo* 19, *Kocak* 14. Members of the victorious team are (from left, back row) military contractor Bobby Carlton, Chief Cook Dorray Saberon, Chief Pumpman William Lignos, Utility Jorge Soler, Capt. Mike Mahoney, QMED Arthur Wadsworth, Messman Bruce Davidson (MVP), security guard Mike Mayne, Chief Engineer Timothy Doherty, Chief Steward Rich Gray (Coach), AB Joseph Baptiste, (seated) Steward Assistant Teodocio Ruiz, AB James Hoffman, Cook/Baker Sharon Herner, AB Thomas Guffey and team captain Michael Reilly.

All work and no play makes for a dull existence. But Seafarers aboard the 2nd Lt. John P. Bobo have found the formula for working hard while still having time to enjoy life and fellow crewmembers, according to a letter sent to the *Seafarers LOG* from Bosun William Bratton, the ship's chairman.

"Our last cruise, voyage number 84, was one which we will all remember," he wrote. "We christened it 'Peace, Tranquility and Courage,' and we would like to say thanks to Captain Mike Mahoney and Chief Mate Mike Faraday for their good humor and encouragement during this trip."

The bosun, in the letter and photos that accompanied it, described how the *Bobo's* crew worked hard throughout the voyage but found time to unwind through fishing, sidarm drills and a challenge softball game.

The *Bobo*, a 671-foot roll-on/roll-off vessel operated by American Overseas Marine Corporation (Amsea) and time-chartered to the Military Sealift Command, is a maritime prepositioning ship (MPS), part of a fleet which provides mobile logistic support for U.S. armed forces. Each MPS carries a balanced mix of vehicles, fuel, ammunition, rations and supplies and is stationed at a forward base around the world near a region of potential crisis.

Launched in late February 1985 from the shipyard at Quincy, Mass., the *Bobo*, like the other prepositioning ships, is equipped with a sophisti-

cated cargo-handling systems that permits unloading with or without pier facilities.

The ship and its crew must always remain ready for military activity. During this trip, crewmembers took part in a scheduled NATO exercise. The hard work performed by the SIU members during these military maneuvers was later rewarded when they rigged fishing lines from the ship's stern. An 84-inch marlin was the record catch for the trip. It was hauled in with a hand line by Capt. Mahoney and AB Roy Conn.

In addition to NATO exercises, another requirement for personnel sailing aboard a military prepositioning ship is a yearly training session in small arms. This year the instruction was performed at sea during this same voyage and, according to Bratton, the deck department took all the honors in the 9mm practice. Conn scored 238 out of a possible 240; Second Mate Jeff Savage came in second with 237; and Bosun Bratton was third with 236. Besides firing the 9mm and M-14 rifle, crewmembers also were qualified with the 12-gauge shotgun.

These good efforts, too, were later rewarded. When the ship arrived in Rota, Spain, its crew was challenged by the Seafarers and officers of Waterman Steamship's *Sgt. Matej Kocak* to a softball game. "In the end," noted Bratton, "victory was ours, leaving us undefeated, untied and unafraid." The final score was *Bobo* 19, *Kocak* 14.



Second Mate Jeff Savage sets up for his firing with the M-14. He also got a perfect score of 30/30. In the background are ABs James Hoffman and Thomas Guffey.