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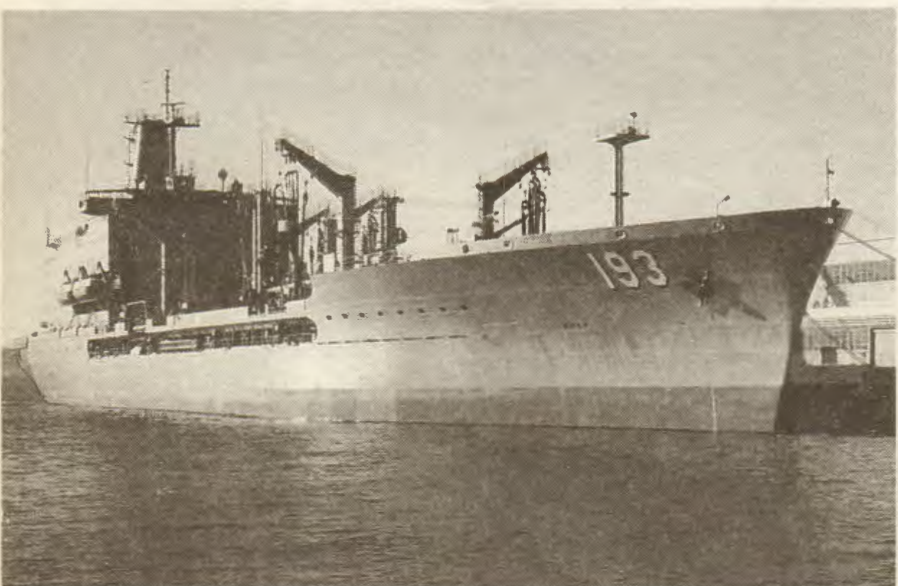
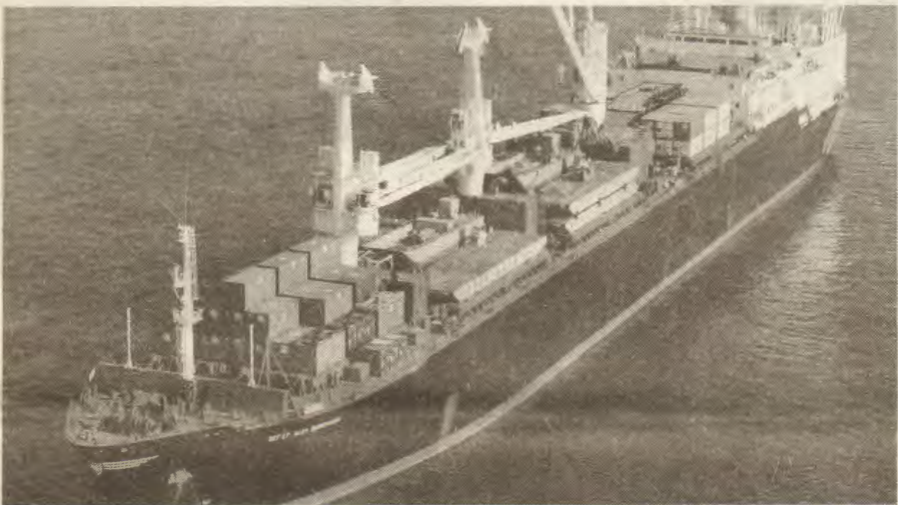
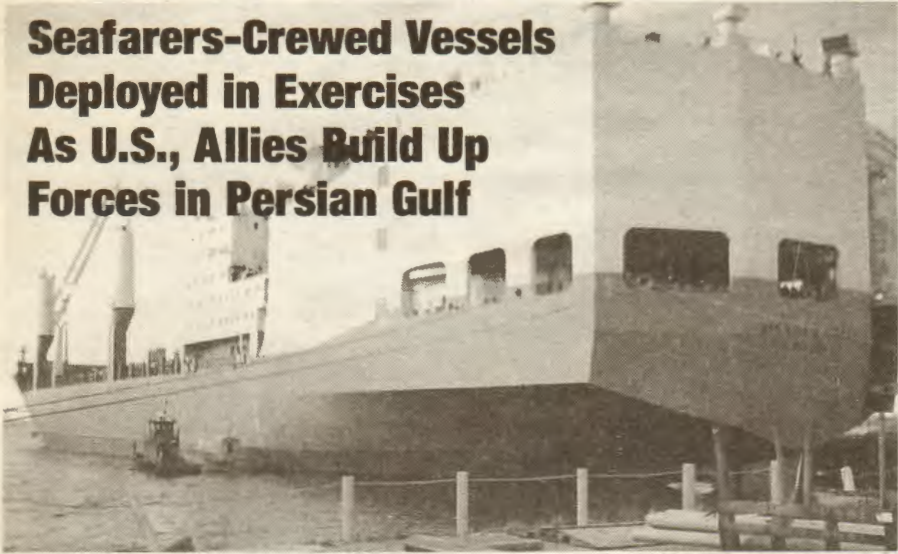
Seafarers Log

Volume 60 Number 3

March 1998

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

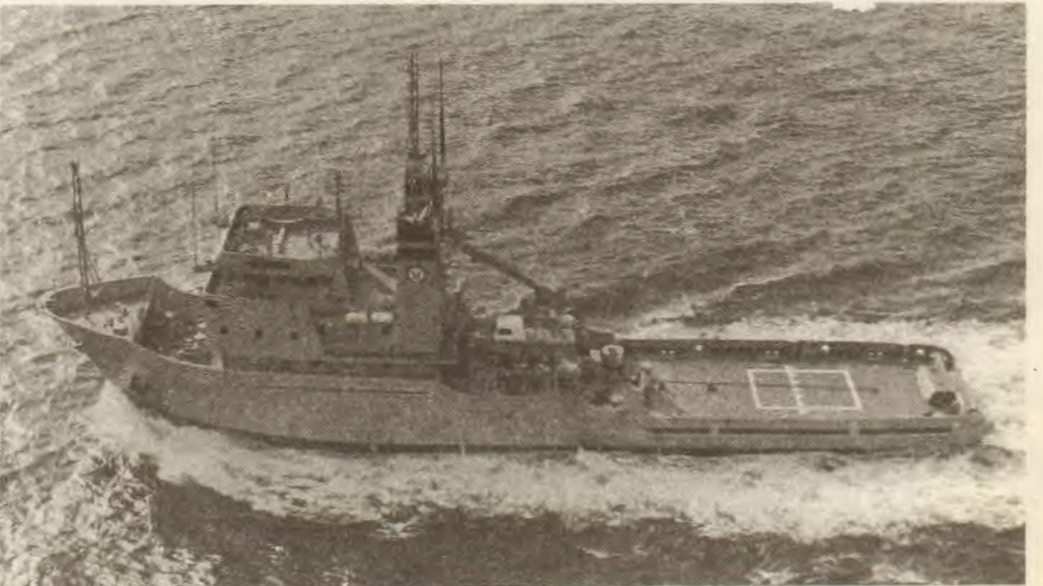
**Seafarers-Crewed Vessels
Deployed in Exercises
As U.S., Allies Build Up
Forces in Persian Gulf**



Right Things Right Place Right Time



**TRANSCOM's Deputy
Commander Thompson
Praises Civilian/Military
Effort to Deliver
Materiel to Troops
In the Middle East**



SIU members are doing their part to assist the U.S. Transportation Command in its buildup of troops and supplies in the Middle East in case military action is needed in Iraq. The command's second-in-

charge, Army Lt. Gen. Roger Thompson, saluted the efforts of the mariners during an address last month in Washington. Among the Seafarers-crewed vessels involved in exercises in the Persian Gulf region

are (from top, left) the SP5 Eric G. Gibson, 1st Lt. Alex Bonnyman, PFC William B. Baugh, USNS Walter S. Diehl and USNS Catawba.

President's Report

Standing Up to Anti-Worker Attacks

There is a very real and strong danger facing working people in this country. At this time all across America, anti-worker individuals, organizations and businesses are implementing a state-by-state campaign to silence the voices of working men and women.



Michael Sacco

They literally are trying to keep average citizens—the mariner, the store clerk, the factory worker, the restaurant server—from having any say in political campaigns.

How are they doing this? Through bills in state legislatures or ballot initiatives with such sweet-sounding names as “campaign finance reform” or “paycheck protection acts” or “giving union members a choice.”

Sounds too sinister to be true, doesn't it? Well, brothers and sisters, this is no fairy tale! This is real, this is serious and this is happening right now!

We in the Seafarers know these anti-worker low-lives well. These are the same people and groups who have been running overseas to take advantage of low-wage, poorly trained mariners aboard substandard vessels under the pretense of competitiveness. They aren't concerned about the welfare of the American working class. They're just seeking new ways to pad their bottom line.

The main theme in all these so-called reforms and acts is to prevent the free flow of information to working class Americans. The sole aim of these bills and ballot initia-

tives is to reduce the effectiveness of union members and labor organizations by restricting our activities in such a way that we couldn't participate in the political system.

For more than 200 years, the strength of this nation's democracy has been the ability of all sides to express their points of view. All Americans have the right to speak up and be heard. Without this fundamental right, all of America would be weakened.

Along these lines, it has always been vitally important for America's working men and women to know what is happening in the political process. The AFL-CIO as well as the SIU have a great deal that needs to be brought forward in the course of public debate so that workers are heard. Without the voice of working people, the national minimum wage would not have been increased, and even more jobs would be fleeing our borders had fast-track authority not been stopped, just to cite two examples of workers having effective input in this process.

Sure, we don't win every battle we enter. But we do have a say in the outcome. That's what democracy is all about, and that's what these anti-worker bullies want to rob from us.

The one sure way to stop these forces is for Seafarers and their families to expose these hucksters to their friends and neighbors for what they are—back-stabbing individuals, organizations and businesses who, in some cases, have already and would, if allowed, leave American workers with empty factories and no jobs in order to exploit low-wage, low-cost foreign employees.

And once exposed, we must work together to defeat their anti-democratic bills and initiatives.

Seafarers Show Solidarity with Washington Newspaper Workers

SIU members last month joined more than 300 fellow trade unionists in a rally to demand a fair contract and affordable health care for the mail workers at *The Washington Post*, who are members of the Communications Workers of America (CWA) Local 14201.

The lunchtime rally took place in Washington, D.C. in front of *The Washington Post* in the form of an informational picket. The February 13 event brought together workers from more than 15 unions to call attention to the plight of the mail workers who have been without a contract since June 15, 1997.

CWA Local 14201 has been in negotiations with *The Washington Post* for months. CWA members and supporting local trade unionists have kept a vigil of four to six people marching outside the

newspaper offices since the contract expired.

The *Post* is demanding the option of taking away work from the mailroom employees and giving it to other workers at the paper or contracting it out. The company wants the right to hire temporary employees, implement a 35-hour work week with a 40-hour overtime provision and other concessions.

The newspaper has a net worth of \$1.5 billion with profits of more than \$256 million in 1997.

The purpose of the rally was to let *The Washington Post* know that its workers played a major role in making the paper such a successful company.

Rally speaker Linda Foley, president of the Newspaper Guild, said, “*The Washington Post* just doesn't get it. A newspaper is a public trust. The first amendment of the Constitution

allows them to publish and make the money they make. We expect *The Washington Post* to treat their workers fairly. *The Washington Post* does not live up to their business responsibilities. We stand behind [the mail workers] to get affordable health care and a fair contract. The Newspaper Guild says NO to a part-time throw-away work force.”

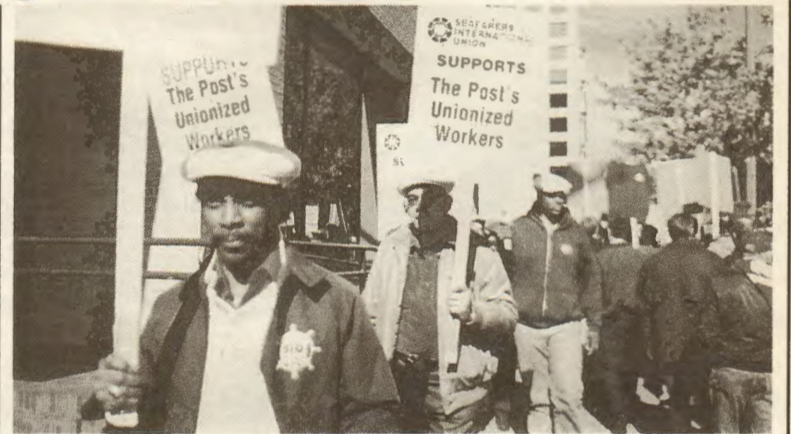
The cost of health care for the workers is a key issue in the negotiations. Many members of CWA's Local 14201 pay more than \$100 a week for insurance premiums while *Post* management gets theirs free or at little cost.

Also, the *Post* is demanding an unlimited supply of temporary workers at reduced wages.

Following the march, several Seafarers talked about what the event meant to them.

“We're all brothers and sisters. A company that makes millions of dollars in profits should do everything it can to help their employees. I hope [the mail workers] get what they want and settle,” said steward department member John Holschlag.

“I hope the *Post* comes to real-



Mail workers at *The Washington Post*, who have been without a contract since June 15, 1997, get support from Seafarers at a lunchtime rally. Leading the rally are SIU members Tommy Belvin, Angel Correa and Michael Baker.

ize that it's the little guys that count. They are the ones that build up the company's empire. They [the mailworkers] need health care for their families,” noted Steward Franklin Cordero.

Michael Baker, also a steward department member, added, “It's good to be out there with the other unions fighting for the same cause. Working for the cause to benefit families.”

Other SIU members present at the rally were Kenneth Abrahamson, Alan Bartley, Tommy Belvin, Robert Bradberry, Sergio Castellanos, Angel Correa, Matthew Harrison, Mike Hammock, Robert Kane, Joseph LeClair, Kenneth Long, Jose Majao, John Millward, Allen Ngoc, Melvin Ratcliff Jr., Noel Rodriguez, Adel Shaibi, Phillip Troublefield, George Villaba Jr. and Ed Winne.



Backing CWA Local 14201 by marching in front of *The Washington Post* are Seafarers (from the left) Matthew Harrison, George Villaba Jr., Robert Bradberry and Robert Kane.

Steelworkers' Rally in San Francisco Draws Attention to CF&I/Oregon Strike

Seafarers marched last month with hundreds of other San Francisco-area trade unionists to show support for 1,100 Steelworkers on strike against CF&I/Oregon Steel.

The rally, in front of the Wells Fargo Bank in the heart of the city's financial district, was one of 11 held in eight states on February 13. The Steelworkers chose Wells Fargo for the informational picketing because the bank is one of several across the nation extending a line of credit to CF&I/Oregon Steel during the strike which began October 3, 1997.

The 1,100 Steelworkers have been walking the picket lines in Pueblo, Colo., where the CF&I/Oregon Steel plant is located.

“We want to show our brothers and sisters that they have support here on the West Coast,” noted SIU Assistant Vice President Nick Celona.

“These people have been out of work for five months and something has to be done for them,” added AB James Taranto.

Other Seafarers taking part in the demonstration included Bosun Bill Dean, Bosun J.C. Dillon, Chief Cook Al Dixon, Chief Cook Ahmed Qoraish, Bosun Jim Rader, OS Ronald Rankin, AB Richard Smith and FOWT Robert Young.

When the strike began, CF&I/Oregon Steel hired permanent replacement workers (scabs) to bust the union and keep the mill running. On December 30, the Steelworkers made an unconditional offer to return to work, but the company ignored it.

The union is calling on the company, which has renamed itself Rocky Mountain Steel, to remove the scabs, return to the bargaining table and sign a contract equal to those already in place with other large

steel companies.

Prior to the San Francisco demonstration, Steelworkers President George Becker briefed local union officials on what was happening in the CF&I/Oregon strike. Meeting in the SIU San Francisco hall, Becker told the officials that the Steelworkers were committed to regaining their jobs with a union contract.

Joining Becker at the meeting were California Labor Federation Executive Secretary-Treasurer Art Pulaski, SIU Vice President West Coast George McCartney and members of the San Francisco Labor Council.



Bosun Jim Rader (with MTD sign) speaks with other trade unionists during a San Francisco rally for striking CF&I/Oregon Steelworkers.

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The SIU on line: www.seafarers.org

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Seafarers Ready to Supply Troops in Event of U.S. Military Action Versus Iraq

TRANSCOM General Praises Crew Efforts

Seafarers are ready to deliver "the right things to the right place at the right time" as the United States and its allies move closer to a potential armed conflict with Iraq.

Around the world, SIU members aboard various military supply vessels are standing by for word where and when to transport materiel needed by U.S. Armed Forces.

Speaking in Washington, D.C. on February 19, U.S. Army Lieutenant General Roger G. Thompson Jr. praised the work of Seafarers in the preparation of a possible action in the Middle East.

"They are doing a fine job," the deputy commander of the U.S. Transportation Command (TRANSCOM) stated to a reporter for the *Seafarers LOG* following an address on what is happening in the Persian Gulf and what he sees as the future of military logistics before the Washington chapter of the National Defense Transportation Association.

The general noted TRANSCOM has been working since Thanksgiving to make sure weapons, armament and other items are in place "in case diplomacy fails."

He told the audience U.S.-flag civilian-crewed military supply ships are involved in exercises in the Persian Gulf area. (Many of these vessels are crewed by Seafarers.)

Thompson said how important it is for the troops to have "the right things in the right place at the right time" and how he has been "extremely impressed with the military-civilian cooperation."

He further stated such cohesion provides needed confidence for the troops in the field to perform their mission to the best of their abilities.

SIU President Michael Sacco said he was proud to hear the good report about Seafarers from Gen. Thompson.

"The military knows that SIU crews will do whatever it takes to assist our troops," Sacco noted. "We were there in Operation Desert Storm/Desert Shield and we will be there if and when we are called upon should military action be required."

As the *Seafarers LOG* went to

press, President Clinton had not announced any decision on whether to launch attacks on Iraq for failure to comply with United Nations inspections for weapons of mass destruction. The Middle East nation agreed to allow such inspections after being beaten back from Kuwait by U.S. and allied forces in the Persian Gulf War of 1990-91.

In late February, the Military Sealift Command issued a release showing more than 15 SIU-crewed vessels were involved in exercises in or near the Persian Gulf.

Among these ships are five

manned by members from the SIU's Government Services Division. They include the fleet oilers *USNS Guadalupe* and *USNS Walter S. Diehl*; fleet stores ship *USNS Spica*; fleet tug *USNS Catawba*; and fleet ammunition vessel *USNS Kilauea*.

Five U.S. Marine Corps prepositioning ships, with Seafarers making up the unlicensed crew, were under way: the *PFC William B. Baugh*, *Cpl. Louis J. Hauge, Jr.*, *1st Lt. Alex Bonnyman*, *Pvt. Franklin J. Phillips* and *Sgt. Matej Kocak*.

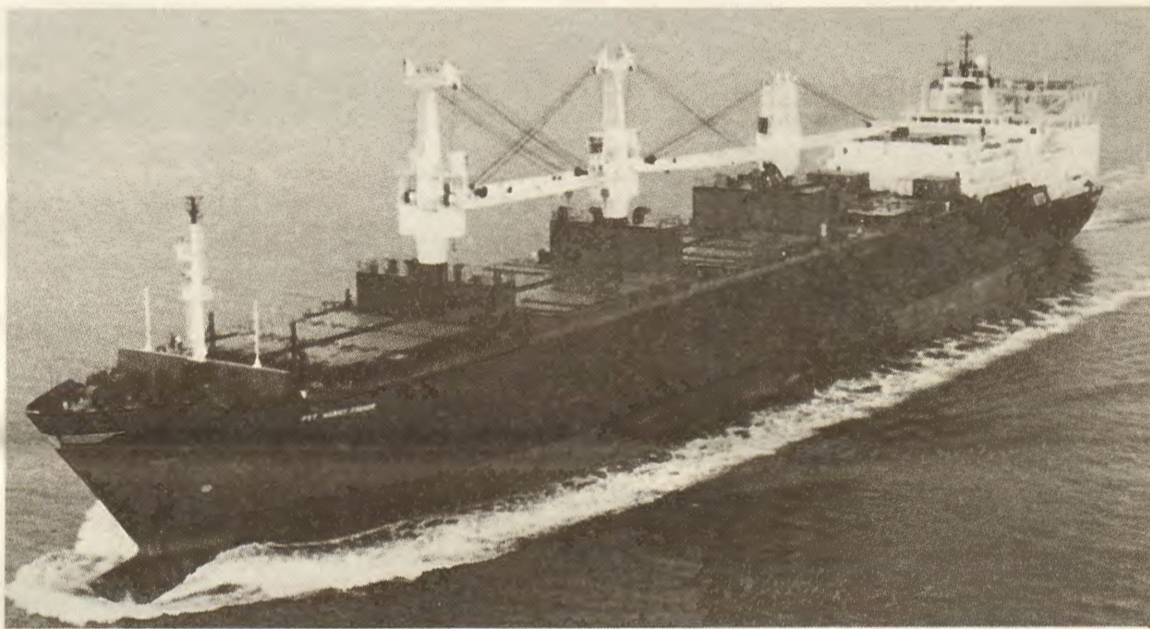
On station in the Arabian Gulf



Lt. Gen. Roger G. Thompson Jr., the deputy commander of TRANSCOM, praises the logistical effort performed by civilian mariners, including Seafarers, during the recent military buildup in the Middle East.

are four U.S. Army prepositioning vessels. They include the SIU-crewed *USNS Shughart*, *USNS Yano*, *USNS Gordon* and *USNS Gilliland*. On standby in the Pacific were the *LTC Calvin P. Titus* and *SP5 Eric G. Gibson*.

And sailing in exercises to assist the U.S. Air Force is the Seafarers-crewed *Buffalo Soldier*.



The *Pvt. Franklin J. Phillips* is one of more than a dozen Seafarers-crewed military supply ships that have been called into exercises in the Persian Gulf region as the United States and its allies began a military buildup in the Middle East in order to enforce U.N. weapons inspections against Iraq.

Coalition Formed to Block Proposed Navigational Tax

A coalition of maritime unions (including the SIU), shipping companies, shippers, port authorities and others are working to stop implementation of a navigational assistance tax on the use of U.S. Coast Guard navigational aids.

Included in the Fiscal Year 1999 federal budget released by the Clinton administration last month as a "navigational assistance fee," the proposed tax would be assessed on commercial vessels plying the domestic waterways. It is projected to raise nearly three-quarters of a billion dollars in its first five years.

The Coast Guard's justification for the levy is to fund certain services provided by the Department of Transportation agency including the placement and maintenance of buoys, and other short-range aids to navigation, radio navigation and vessel traffic management. If approved by Congress, the tax could be in place as early as the summer of 1999.

However, opponents of the proposed tax pointed to several factors that could make the new fee illegal even before it could be implemented.

Since the Coast Guard has deemed the tax a "user fee," federal law states that such fees may be imposed only for specific government services to specific individuals or companies, such as license applications. In this case, the coalition stated the tax is being applied generally, which federal courts have struck down in the past.

SIU Governmental Affairs

Representative Terry Turner equated creating a tax on ships for use of the Coast Guard's navigational system to charging a user fee on car and truck drivers who use traffic lights.

Additionally, the Transportation Institute, a trade association of U.S.-flag shipping companies, said others—including recreational boaters, fishing boats and passenger vessel operators—would be exempted from the levy even though they use the aids. Therefore, the Coast Guard could not be taxing for specific services to specific companies or individuals. Instead, it would be charging one group to cover the costs of a system that benefits many.

Another factor brought out by the Transportation Institute is the fact that foreign-flag vessels may not have to pay the fee because of existing treaties and other agreements. If this is the case, bringing forth such a levy would create an additional burden on U.S.-flag shipping.

Finally, the association stated the Coast Guard has provided no justification for such a tax, claiming it would simply be a revenue raiser because the vast majority of the vessels who use the aids are exempted from paying the levy.

Turner noted the coalition plans to work with members of Congress to remove the tax from the Fiscal Year 1999 budget as it makes its way through the legislative process. It also is looking into other actions, including legal challenges, to keep it from being implemented.

SIU Gains More New Jobs

American Steamship Co. Adds Ocean Barge

Seafarers will crew the ocean tug that operates with the covered hopper barge acquired recently by American Steamship Company (ASC), the union announced last month.

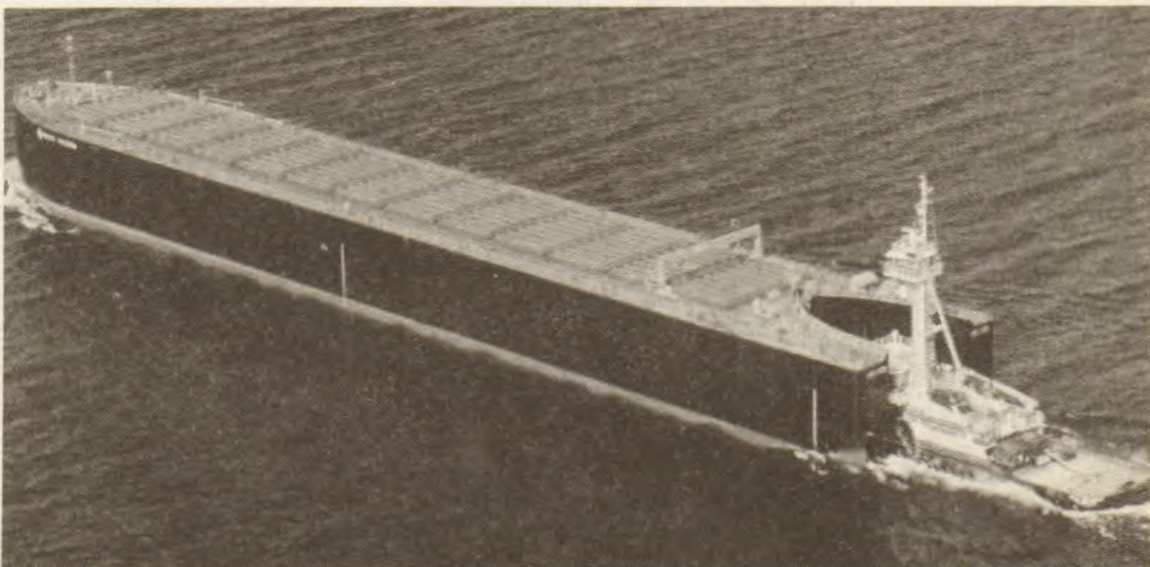
An ASC spokesman said the tug and barge should be in service by the third quarter of this year. Until then, the barge will undergo refurbishment, most likely in the Gulf, and the company will continue shopping for a new tug to sail with it.

The unit will be named the *American Freedom*.

ASC stated that it will use the *American Freedom*

to carry dry bulk commodities, including coal and grain, in the Jones Act coastal trade. The company already operates an SIU-crewed fleet of 11 self-unloading vessels on the Great Lakes.

Built in 1981 at Bay Shipbuilding Corp. in Wisconsin, the *American Freedom* (formerly the *American Gulf V* and the *Energy Freedom*) has four holds and 13 hatches (48' by 28'), with a gantry crane for the hatches. When fully loaded, the 33,700 dwt vessel travels at an average speed of about 9 knots.



American Steamship Company aims to have the ocean tug-barge unit *American Freedom* operating along the U.S. coastline later this year with Seafarers aboard.

Great Lakes Sailing Season Set for 1998

With several SIU-contracted companies expected to begin crewing their vessels for the 1998 sailing season later this month, Seafarers who ply the Great Lakes should contact the Algonac, Mich. union hall for fitout information.

According to SIU Algonac Port Representative Don Thornton, some SIU-crewed ships have announced tentative fitout dates for March. However, Thornton

noted, the dates are subject to change and Seafarers who sail on the Great Lakes need to keep in touch with the hall for information on when to report to their respective vessels.

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

gang orders stores and makes other preparations for the season.

The deck department usually joins the ships within a few days after the other crew members. The vessels begin sailing two or three days after the arrival of the deck crew.

The Soo Locks in Sault Ste. Marie, Mich., located between Lake Superior and Lake Huron, are scheduled to open on March 25. The opening of the locks traditionally marks the date operations on all the Great Lakes resume. However, the opening of the Soo Locks is dependent upon weather conditions.

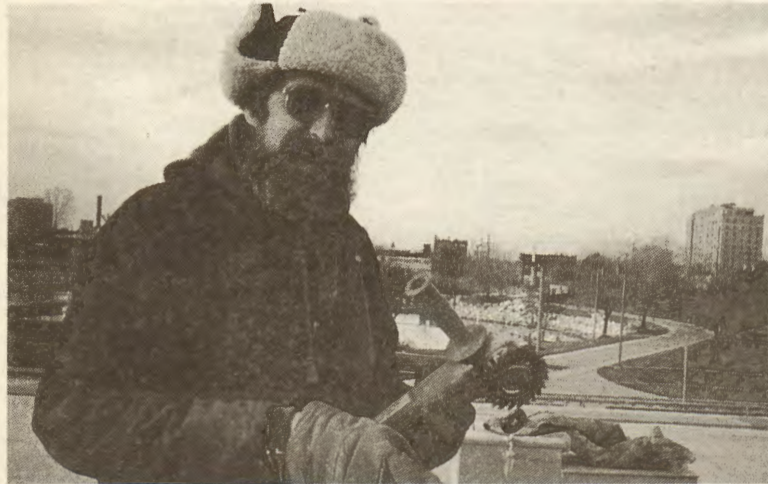
According to the Lake Carriers' Association, which monitors the action of U.S.-flag shipping on the Great Lakes, 1997 was the most successful navigation season on the lakes since the boom economy of the 1970s. Preliminary totals for cargo movement on U.S.-flag lakers show the vessels that operated throughout the 1997 sailing season moved more than 125 million tons of dry- and liquid-bulk cargo. That total represented an 8 million ton increase over 1996 and qualified as a new post-recession peak for the Great Lakes Jones Act trades.

The demand for commodities on the Great Lakes remains high following the seasonal shut down of shipping. Coal, iron ore and stone—which are required in steel production—are the highest volume commodities moved on the Great Lakes. The Great Lakes basin is home to nearly three-fourths of America's steel-making capacity.

BELOW: Steward department members are some of the first of the crew to sign on their vessels prior to fitout on the Great Lakes. Pictured in the galley during layup aboard the *Medusa Challenger* are (from left) Porter Adam Hassan, Porter Hussein Nasser and Second Cook Joel Markle.



AB Michael Cushman cleans the inspection plates on the deck of the *Medusa Challenger* during winter layup.



Wheelsman Peter Nagowski performs some last-minute duties before signing off his vessel for the winter.

First Phase of ISM Code Takes Effect July 1

Interim Rule Says Tankers and Other Vessels Must Show Certification Before Entering U.S.

The United States Coast Guard in late January began enforcing an interim rule that requires certain vessels calling on U.S. ports to provide their International Safety Management (ISM) Code certification 24 hours before entry.

Intended to boost marine safety, the interim rule is a precursor to the July 1 deadline for shipowner compliance with phase one of the ISM Code. After that date, vessels covered in the initial phase that do not meet ISM Code standards face denial or detention in the ports of more than 100 nations signatory to the requirements.

The first stage of the ISM Code (part of the 1974 International Convention for the Safety of Life at Sea, or SOLAS) applies to the following vessels engaged in international voyages: tankers, bulk freight ships, high-speed freight vessels of 500 gross tons or more, and ships transporting more than 12 passengers.

According to the Coast Guard, if a vessel without ISM certification is found in a U.S. port after July 1, "it will be detained, its cargo operations will be restricted, civil penalty action will begin, and its flag state and classifica-

tion society will be contacted."

The agency in December began conducting what it termed a "pre-enforcement inspection campaign" to monitor industry preparation for compliance. They also used the information gathered to start a nationwide database listing ISM compliance and to begin allocating resources for its port state control programs.

Phase two of the ISM Code takes effect July 1, 2002. It will apply to other freight vessels and self-propelled mobile offshore drilling units of 500 or more gross tons on international voyages.

Code requirements include that companies develop, implement and maintain a safety management system that spells out a safety and environmental protection policy, plus instructions and procedures to ensure safe operation of the ships and protection of the environment in compliance with international and flag state regulations.

It also calls for, among other requirements, defined procedures for reporting accidents, preparing for and responding to emergencies, and management reviews of the safety system.

Sea Lion Serves Roaring Good Meal



Galley gang members aboard the *Sea Lion* brightened the Christmas holiday for their shipmates by preparing a special meal, noted Captain G.B. Hogg, who submitted this photo to the *Seafarers LOG*. Pictured with a sampling of the scrumptious

feast aboard the Crowley vessel are (from left) Chief Cook Leonard Skipper, Chief Steward Pat Caldwell, SA Isaac Newsome and Unlicensed Apprentice Joshua Ryan.

Senator Boxer Discusses West Coast Maritime

SIU Vice President West Coast George McCartney (right) and International Longshore and Warehouse Union President Brian McWilliams (center) speak with U.S. Senator Barbara Boxer (D-Calif.) about several issues affecting the maritime community. The meeting took place last month in San Francisco.



SIU-Crewed MSC Ships Help Guam Recover From Typhoon Paka

Three Military Sealift Command Pacific Fleet (MSCPAC) vessels—the *USNS Kilauea*, *USNS San Jose* and *USNS Niagara Falls*—crewed by members of the SIU's Government Services Division helped make the Christmas holiday one that will not soon be forgotten by a few hundred residents of Guam.

Before Super Typhoon Paka plowed through the tiny U.S. territory (the largest and southernmost of the Mariana Islands in the West Pacific) in mid-December, residents were ready for a restful holiday. The island, just like the U.S. mainland, was decorated for the season, and families were preparing for upcoming celebrations.

Paka, however, had other plans. Packing winds of up to 236 miles per hour, it blew away most of the traditional look and feel of the holidays and caused more than \$100 million in damages across the entire island.

Crew members aboard the three MSCPAC vessels were ready to help salvage at least the holiday, if not the island itself.

"Our ships made it possible to keep the real spirit of Christmas and the holidays for many, many people hit by the storm," said Vice Admiral Jim Perkins, commander of the Military Sealift Command. "The *Niagara Falls*, *San Jose* and *Kilauea* really went all out to make it special for the people who needed it most. I'm glad we could help."

The three ships assisted in providing food, water and supplies for several homeless shelters and the local U.S. Navy base. In addition, the *San Jose* and

Niagara Falls prepared traditional Christmas dinners for more than 200 people who had no place to go.

Unlicensed crew members aboard the *San Jose* spearheaded the idea to host the homeless for Christmas. According to the ship's master, Capt. Karl Faulkner, they arranged for just about everything—from donations to pay for the food, to transportation to and from the ships, to making sure those needing an invitation got one.

"This was our way of helping out and providing a home away from home on Christmas Day," Faulkner said. The visitors were able to relax and watch videos and were treated to a tour of the ships.

Because of its cargo of ammunition, *Kilauea* crew members were unable to host a dinner aboard ship. "We did everything else possible to help out," said the *Kilauea's* master, Capt. Dan LaPorte. "These people were devastated, and we wanted to try to lift their spirits."

Crew members from all three ships additionally assisted in providing medical, utility, cleanup, transportation and food services on the island.

The *Niagara Falls'* and *San Jose's* crews continue to work on cleanup and rebuilding operations. Water hoses attached to the ships are available to anyone without drinking water. And other necessary services, such as removing debris and feeding people—both military and civilian—are two of the main ways the ships' crews are helping in the effort. The *Kilauea* is now on a mission in the Indian Ocean.

"More than anything, this assistance helps provide some feeling of normalcy and security," added Perkins. "It's going to be a while before we see things as usual in Guam, but I'm very glad to see our ships and people can help make a difference."

Work Continues in STCW Implementation

Seafarers Participate in Latest International Safety Meetings

The SIU actively participated in the most recent meeting of the group tasked with continuing the development of rules to be implemented as part of the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW). The union took part in the STCW subcommittee's meeting January 12-16 in London, attended by representatives of 57 countries, and also participated in a related conference of the International Maritime Organization (IMO) afterward.

While many topics were covered, much of the STCW subcommittee's work focused on identifying the differences between shore-based and shipboard assessment required of mariners by the amendments, and defining how those distinctions should be factored into final, standardized rules covering such evaluations. For example, the group agreed that formal assessment of mariners' occupational competence must take place under authority of an approved center (presumably ashore), but that evidence of possessing proficiency in certain shipboard skills may be fulfilled from approved in-service work experience.

In perhaps the most contentious issue tackled, the subcommittee debated the relevance of specific shipboard duties as applied to principles of safe manning. They did so in an unsuccessful attempt to update a resolution impacting numerous safety requirements included in the amendments.

Reports from the meeting indicated the safe-manning amendment will be a prominent item when the subcommittee reconvenes next year.

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

Implementing the pact is proving challenging for several reasons. The original agreement was not fully enacted until 1996. By then, however, nations already had begun rewriting their respective regulations to comply with the 1995 amendments.

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

Adding to the implementation difficulty, more than 100 countries must establish regulations enacting (and enforcing) the amendments. That underscores the importance of the STCW subcommittee hammering out standardized guidelines and definitions upon which individual nation's laws will be based.

Navy League Head Calls for Additional Support for U.S.-Flag Merchant Fleet

The national president of the U.S. Navy League has called for additional support for the U.S.-flag merchant fleet in the foreword to the league's January 1998 issue of *Sea Power*.

Jack M. Kennedy—who heads the nationwide non-profit, civilian, educational organization based in Arlington, Va.—reminded the readers of his column that the merchant marine has served as “the vital fourth arm of defense” throughout the wars involving U.S. forces during the 20th century.

After using earlier statements from former Maritime Administrator Albert Herberger that the U.S. commercial fleet has continually decreased since World War II, Kennedy cited several reasons for a renewed effort to maintain a strong merchant marine.

“An economically competitive U.S.-flag merchant marine would pay immense dividends in terms of shipbuilding and seafaring jobs,” Kennedy stated. “It also would significantly reduce the U.S. balance of payments deficits.”

“Most important of all, it would guarantee the continued availability of not only the sealift ships needed to sustain U.S. forces overseas in future times of conflict, but also the trained U.S. citizen seafarers needed to man those ships.”

Kennedy's remarks were contained in the annual review of the Navy as observed by the league's president. The review is published in the first issue of *Sea Power* each year. Kennedy's statement included observations on what is needed by the Navy,

Marine Corps and Coast Guard as well as the merchant marine to remain a strong, powerful force worldwide into the next century.

Within his remarks about the Navy, Kennedy expressed concern about the reduction of work in U.S. shipyards, which have seen fewer Naval vessels being contracted and built than 10 years ago.

However, he pointed out domestic yards were building merchant ships again after years of no activity.

“Thanks to several ‘revitalization’ initiatives announced by the Clinton administration in October 1993, there has been a gradual recovery, and last year there were 19 ships on the commercial order book, the highest total since 1982,” Kennedy said.

NY-NJ Dredging Program Approved

Port authority officials in New York and New Jersey have approved a major dredging program that could begin as early as this fall.

The \$621 million federal project is expected to remove an estimated 10 million cubic yards of rock and sediment from area channels. Working in cooperation with local employees, the U.S. Army Corps of Engineers will oversee the dredging at the East Coast's largest port, which could take up to six years.

Based on a cost-sharing formula established by the federal government, the Port Authority of New York and New Jersey will pay \$217 million into the under-

taking, intended to deepen the Kill Van Kull, Newark Bay and Elizabeth channels to 45 feet from their current depth of 40.

Noting the major economic benefits that local port activity provides in New York and New Jersey, the AFL-CIO Maritime Trades Department (MTD)—of which the SIU is an affiliate—is working to ensure that the dredging project takes place on schedule and in its entirety.

The MTD believes this is only one step, albeit a big one, for port modernization projects in New York and New Jersey.

“Considering that port activity generates about 200,000 jobs in the New York metropolitan area, along

with billions of dollars each year in business sales and local, state and federal taxes, this program clearly deserves full support,” stated MTD Vice President William Zenga, a driving force behind the dredging project. He added that there “must be continued efforts to streamline procedures for securing dredging permits, because the dredging industry is being revolutionized, and different methods of disposal are becoming available.”

The work is expected to benefit the Howland Hook container port on Staten Island, where business markedly has grown in recent years, as well as marine terminals in Elizabeth and Newark.

“Dredging the channels to 45 feet will significantly improve the port, and increase our ability to

Tarpon Crew Game for Contract Input



Preparation for contract negotiations continues aboard SIU crewed Penn Maritime tugs, with Seafarers identifying their top priorities for the next agreement. Recently, crew members aboard the tug unit *Tarpon* met with SIU Representative Kenny Moore in Houston, where they received contract suggestions forms, discussed various aspects of the current pact and talked about the latest union news. Pictured below (from left) are AB Jeffrey Cummings, Chief Engineer Alfredo Ruiz, AB Charles Springle and Mate Hubert (Mike) Lanham. Penn Maritime operates seven tugs and nine barges. Two more barges are slated to enter service this spring.



Labor Brief

Canadian Wal-Mart Workers Win First Contract

Two hundred employees at a Canadian Wal-Mart (in Windsor, Ontario) have ratified their first contract, just 2½ months after the United Steelworkers-Canada was certified as their union. This is the first time that any of the Arkansas-based discount chain's 2,600 stores has gone union.

The Canadian members ratified their first contract by a wide margin on December 22. Terms of the 20-month pact include an increase in wages; grievance and arbitration regulations; secure holiday and vacation provisions; scheduling and work-hours controls, and prohibitions against harassment and discrimination.

attract more cargo,” said Lillian C. Borrono, director of port commerce in New York and New Jersey.

The Corps of Engineers, the Port Authority and the states of New York and New Jersey are also cosponsoring a harbor navigation study which is examining what the harbor's future channel depth requirements will be.

The Kill Van Kull is the waterway between Staten Island, N.Y. and Bayonne, N.J. that links Upper New York Bay to

Newark Bay and the northern end of the Arthur Kill. It serves major marine terminals in the port, including the Port Newark-Elizabeth Port Authority Marine Terminal seaport complex, the Howland Hook Marine Terminal in Staten Island and a variety of private petroleum facilities.



The SIU crewed *Sea-Land Expedition* traverses Newark Bay, which will be deepened from 40 feet to 45 feet under a new dredging program.



Adm. James M. Loy

USCG Announces Change of Command

President Clinton has nominated Vice Admiral James Loy as the next commandant of the U.S. Coast Guard. Loy will become the 21st commandant, the highest ranking Coast Guard officer, once the appointment is confirmed by the U.S. Senate. He succeeds Admiral Robert E. Kramek, who is retiring.

Loy has served as the chief of staff at the Coast Guard's headquarters in Washington, D.C. since 1996. In that capacity, he is responsible for the agency's management, administration and financial resources.

Loy's background also includes command of the

Coast Guard's Atlantic area and U.S. Maritime Defense Zone Atlantic in Portsmouth, Va. Additionally, Loy served as commander of the Eighth Coast Guard District in New Orleans and as chief of the office of personnel and training at the headquarters office.

The admiral's awards are numerous, including three Coast Guard Distinguished Service Medals and two Legion of Merit awards.

Admiral Kramek was sworn in as the 20th commandant of the Coast Guard on June 1, 1994.

The change of command ceremony is scheduled for May 29.



Adm. Robert E. Kramek

SIU Mourns Passing of Gomez, Walsh

Andrea Gomez

Andrea Gomez, who founded the Cannery Workers Union of the Pacific, passed January 27 in San Pedro, Calif. She was 97.

She began working as an organizer in 1924. Gomez then established the union in 1933 and served as president from then until her retirement in 1965. The native of Mexico also was a vice president of the Seafarers International Union of North America, from 1942 to 1965.

Even in retirement, Gomez remained dedicated to the labor movement. Among her other activities, she was part of a U.S. Department of Labor committee that helped establish a minimum wage for workers in Samoa.



Thomas Walsh Sr.



Thomas Walsh Sr.

Thomas Walsh Sr., president of the Industrial, Professional & Technical Workers International Union (IPTW), passed away January 2 in Downey, Calif. due to natural causes. He was 62.

A native of Fairfield, Calif., Walsh was a shop steward at the Oil, Chemical and Atomic Workers. Altogether, he worked for several unions during his career, serving as everything from steward to representative to secretary-treasurer to president.

In 1995, he received the IPTW charter from the Seafarers International Union of North America. A statement by the IPTW executive board noted, "Tom was truly proud and honored to have received this charter."

Kirby Sells 7 Tugs, 7 Tankers

Kirby Corp. this month is expected to complete the sale of seven SIU-contracted tugboats and seven tankers, three of which are under contract with the union.

Hvide Marine Incorporated, also a Seafarers-contracted company, is purchasing the seven harbor tugs (currently operated by Sabine Towing) plus two tankers, including the SIU-crewed *Willamette*. Hvide Marine also is acquiring from Kirby a topside repair facility in Port Arthur, Texas.

Completing the transactions, August Trading Co. is buying five tankers from Kirby, including the SIU-contracted *Champion* and *Leader*.

"We are working to determine the status of existing contracts and jobs," stated SIU Vice President Contracts Augie Tellez. "The union, as always, will be working hard to protect the jobs of our members."

Of the seven tugs being sold to Hvide, four are based in Port Arthur and two in Lake Charles, La., with the other operating as a support vessel for both areas.

Hvide reportedly will pay \$31.4 million for the tugs, tankers and repair facility, while August Trading will pay \$7.2 million for the five tankers. Completion of the transactions is subject to regulatory filings and approvals, although no major delays were anticipated.

Latest Federal Statistics Show Union Members' Earning Power

The latest figures from the U.S. Bureau of Labor Statistics show a decided edge in earning power for union members compared to unrepresented workers.

In a breakdown by occupation and industry, union employees earned more in 1997 than non-union workers in 33 of 35 categories. Often, the difference was substantial. For instance, union workers in transportation fields earned an average of nearly \$200 per week more than unrepresented transportation workers.

The two exceptions were commissioned sales occupations and one industry category listed as "finance, insurance and real estate."

Construction, farming, forestry and fishing featured some of the widest earnings gaps, with union members grossing anywhere from \$215 to \$287 more per week.

IMO Regs Call for Ballast Control Program United States Likely to Adopt Worldwide Guidelines

The dangers associated with the invasion of non-indigenous organisms—like the infamous zebra mussel—may be reduced as the United States considers adoption of an International Maritime Organization (IMO) resolution on how to manage ballast water.

The IMO guidelines, passed in November, are part of a worldwide effort to establish a uniform plan to stop the spread of harmful aquatic organisms carried and transferred by ships' ballast water. The rules will standardize around the world the way ballast water is exchanged and how ballast tanks are cleaned. News reports have stated the United States could implement the IMO regulations sometime this year.

One of the changes being considered calls for the voluntary exchange of ballast in all U.S. waters except for the Great Lakes and the Hudson River north of the George Washington Bridge (where it is already mandatory).

The guidelines also would require all vessels entering U.S. waters to report where and when ballast was taken on or discharged. The IMO additionally is seeking governments to inform vessels (and/or local agents) about areas where taking on ballast should be minimized. Such locations include those with known populations of harmful organisms or near sewage outlets. The regulations call on ships to avoid loading ballast in very shallow water where the propellers could stir up sediment.

With regard to the cleaning of ballast tanks, the IMO recommends it be done in the middle of the ocean or under controlled situations in ports or dry docks.

The IMO encouraged its members, which includes the U.S., to adopt measures consistent with the new guidelines.

The head of the U.S. delegation to the IMO Marine Environment Protection Committee that drafted the resolution, U.S. Coast Guard Lt. Larry Green, pointed out that the proposal is based on considerations of "what worked and what didn't work" in voluntary guidelines issued in 1991 by the IMO.

The IMO committee will monitor the effects of the '97 resolution to draft proposals for adoption in the year 2000.

Global Concern

Studies conducted in several countries have shown that many species of bacteria, plants and animals can survive in the ballast water and sediment carried in ships.

The discharge of ballast water by ocean-going vessels entering the U.S. has resulted in the spread of various harmful aquatic organisms and pathogens that pose threats to humans, animals, plants and the marine environment.

For example, the invasion of the zebra mussel on the Great Lakes has resulted in billions of dollars in pollution control and the cleaning of fouled underwater structures and water pipes. The

arrival of zebra mussels in the lakes was traced to ballast water from Europe's Caspian Sea discharged by a European tanker in 1986. Within a few years, the zebra mussel had infiltrated all the Great Lakes. A 1997 study found that the mussels had spread to an additional 13 small lakes in that region and are now found in 92 U.S. waters.

Zebra mussels have caused numerous difficulties, including disrupting navigation by causing marker buoys to sink, ruining fishing nets and grounds, fouling beaches with sharp shells, and blocking water intake systems of many municipalities, utilities and factories. The mussels impede ships by causing increased drag, thereby lowering fuel efficiency. In addition, they harm native mussels and fish by consuming large amounts of algae.

Meanwhile, the problem is not limited to the U.S. Ballast water is blamed for the introduction of the American comb jelly to the Black and Azov Seas that has caused a near extinction of the anchovy and sprat fisheries. Ballast also is blamed for the transfer of Southeast Asian dinoflagellates, which have caused paralytic shellfish poisoning in Australian waters.

The dangerous effects of contaminated ballast have also been recognized by the World Health Organization which is concerned about the role of ballast water as a medium for the spreading of epidemic disease bacteria.

Burial at Sea for Bosun Kingsley

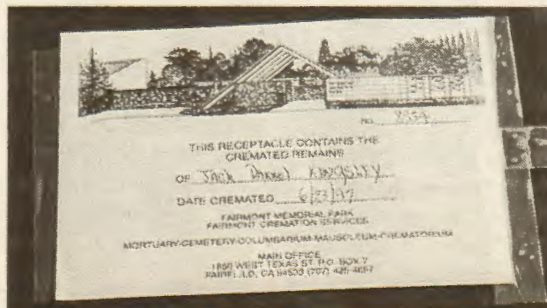


At 1400 on September 26, 1997, the cremated remains of Brother Jack Kingsley were committed to the deep three miles west of the Golden Gate Bridge from the deck of the *Sea-Land Explorer*. A moment of silence was observed in his memory.

Pensioner Kingsley died June 18 at the age of 63. A native of Indiana, he began sailing with the SIU in 1966 from the port of San Francisco. Brother Kingsley

worked in the deck department and had served as a bosun on the *Sea-Land Explorer*. A resident of Fairfield, Calif., he retired in September 1996.

In photo above, crew members from the *Sea-Land Explorer* attend the shipboard memorial service. At left is the urn in which his cremated remains were held prior to being scattered upon the waters.



ITF Surveys Sunken Remains Of Panamanian-Flag Vessel To Assist Victims' Relatives

The sinking of the Panamanian-registered *Cordigliera* off the coast of South Africa and the loss of her crew of 29 was a tragic event on November 13, 1996, but until this year, no one seemed to know the cause, and no compensation has yet been paid to the crew's dependents.

The vessel, built in 1979, was carrying general cargo, including granite blocks, wire coils and wood pulp from Durban to other African ports en route to the Mediterranean. The crew was unable to send out a distress message, indicating that the ship sank quickly.

The London-based International Transport Workers Federation (ITF), of which the SIU is a member, has been fighting since 1948 to bring the conditions found on all vessels sailing

around the world to minimal standards for wages and safety. It is too late now to help the *Cordigliera's* crew members, but the ITF is trying to assist the relatives of those who died by helping them receive some sort of compensation from the vessel's owners and insurers, as well as any unpaid wages owed the crew of 29 Indian mariners and a South African technician. In order to do this, the ITF has financed a \$200,000 survey, in collaboration with the South African Department of Transport, to explore the wreckage of the ship and determine the cause of its loss.

Mark Dickinson, assistant general secretary of the ITF, said it was important to find out exactly what happened to the *Cordigliera*—why it sank suddenly after taking water in the

vessel's No. 1 hold in bad weather. "This joint expedition is being undertaken because it will benefit not only the families of the seafarers whose lives were lost, but also send a clear message to the shipping industry that it cannot escape its responsibilities and liabilities."

Brian Watts, chief director of the Shipping Directorate in South Africa, said the Department of Transport was pleased to collaborate with the ITF. "Our priority is to determine more precisely why the *Cordigliera* sank and in doing so determine if any lessons can be learned."

The 10-day survey was completed in late January and consisted of sonar scans and a remotely operated vehicle equipped with video and photographic equipment, taken in a number of deep

water dives. The expedition concentrated on how the vessel was loaded and shows extensive structural damage to the ship in the region of the No. 1 cargo hold. It also examined the likely risk of further pollution damage from the wreck.

Dickinson was delighted at the success of the diving mission. "There are always risks involved in diving in 300 feet," he noted, "but we have been lucky with good weather and sea conditions. We shall now pass all the evidence to our lawyers and other experts and are confident we will be able to say how the ship was lost."

It is hoped that evidence from the survey may be used by the families and dependents of the ship's crew in a compensation case against the *Cordigliera's* owners. Many of the crew members' families lost not only their husbands, sons and fathers in

November 1996, they also lost their only means of livelihood—and have received nothing from the vessel's owners and insurers. The only financial assistance thus far has come from the ITF, which has paid \$10,000 to dependents to relieve their hardship.

Thus far, lawyers representing Sinha Shipping, the vessel's owners, have made an offer in "full and final settlement" to the crew's relatives. It was the equivalent of about two years' wages—just a fraction of what the ITF believes the relatives should be paid under contract and in full compensation.

The case of the *Cordigliera* is not an isolated one. The ITF has a caseload of more than 300 seafarers who have been killed or seriously injured but for whom compensation has not been paid or is inadequate.

AFL-CIO Urges Actions to Protect Workers In Environmental, Communications Markets

During a recent two-day meeting in Washington, D.C., the AFL-CIO Executive Council adopted several resolutions dealing with international situations that could affect working people in the United States and around the world.

The council, which serves as the national labor federation's governing body between biennial conventions, is composed of President John Sweeney, Secretary-Treasurer Richard Trumka, Executive Vice President Linda Chavez-Thompson and 51 vice presidents. SIU President Michael Sacco has served on the council since being elected to it in 1991.

Adopted during the gathering were statements regarding the recent Asian financial crisis, an international treaty on the environment (known as the Kyoto Protocol) and a proposed merger between the second and fourth largest telecommunications companies in the U.S.

In each case, the council pointed out concerns that could result in job losses, reduced services or other problems for working people.

Regarding the Asian financial situation, the AFL-CIO demonstrated that downturns in the economies of South Korea, Indonesia and Thailand have brought increased pressure on the international banking community to bail out their problems. The primary source for help is the International Monetary Fund (IMF), of which the U.S. is a major contributor.

The AFL-CIO statement noted past IMF actions in bailout situations have called on governments to slash public spending while weakening labor laws to induce massive layoffs and deep wage cuts.

The executive council urged Congress to seek assurances from the IMF that the institution would gain commitments from countries

wanting assistance to enforce international labor and human rights standards, work toward political and economic democracy and ensure those who had a hand in the economic downturn help pay for its recovery.

In its statement dealing with the Kyoto Protocol, the AFL-CIO noted a resolution passed by delegates to its convention in September 1997 that the federation be involved in the issues dealing with global climate change so the concerns of workers would be addressed.

However, the executive council pointed out the Kyoto Protocol, which was negotiated in December 1997, could mean the elimination of nearly one million jobs by the year 2005. (This figure was provided by the Clinton administration to the U.S. House Commerce Committee in July 1997.)

The council called on President Clinton not to sign the protocol and, instead, work with the American people and elected officials to develop an environmental program that would help meet the goals of reduced pollution without forcing workers from their jobs.

Finally, the AFL-CIO noted more than 75,000 jobs could be lost over a four-year period if a merger of telecommunications giants MCI and WorldCom occurs. At the same time, senior executives of the two companies would collect more than \$320 million in annual bonuses. Such a merger also would result in the one company controlling more than 50 percent of the Internet backbone, creating the potential for higher prices and discriminatory access policies.

The executive council called on federal and state regulators to reject the merger because of its possible negative impacts on consumers, workers and the telecommunications industry as a whole.

Solidarity for Australian Stevedores



More than 100 inspectors and coordinators attending the International Transport Workers Federation's (ITF) worldwide inspectors' seminar last month in London demonstrated outside the Australian Embassy, condemning the union-busting practices of the Australian government, Patrick Stevedores and the National Farmers' Federation aimed at destroying the ITF-affiliated Maritime Union of Australia (MUA). Among those participating in the peaceful rally were the SIU's ITF inspectors, Edd Morris, Don Thornton and Spiro Varras. The ITF declared an international campaign of support for the MUA, which in December overcame an attempt by Asian investors to train 70 scabs in cargo-handling in order to break the union. Pictured in photo directly below are (from left) ITF Inspectors Roberto Alarcón of Argentina, Jim Given of the SIU of Canada and Thornton. In photo at bottom of page, Varras is shown holding banner at far left.



Labor Brief

New Orleans to Host 1998 Union Industries Show

Featuring more than 300 unions and companies with union-represented employees, this year's AFL-CIO Union Industries Show will be held at the convention center in New Orleans, April 17-20.

The 1998 exhibition will be the largest showcase of skills and services provided by union workers as well as union-made, American-made products. Included among these are promotions for the SIU crewed *Delta Queen*, *Mississippi Queen* and *American Queen*, as well as goods produced by the SIU-affiliated United Industrial Workers (rum, salsa, home and industrial products).

Those attending the free exhibition can find out what it is like to be a firefighter, an astronaut, a welder or a bricklayer. They can also view union-made goods and products on display—everything from cereal products and ice cream to household appliances and motor vehicles. And many items will be given away as prizes to some lucky attendees.

Young people will find the 1998 Union Industries Show to be one of the largest job fairs in the country—and a great place to get a firsthand look at the wide range of good American jobs and learn what is needed to prepare for them.

Produced by the AFL-CIO Union Label and Service Trades Department, this year's show is getting additional support from the Louisiana AFL-CIO, the Greater New Orleans AFL-CIO Council, individual New Orleans-area unions, and employers large and small.

Upgraders Say Training Highlights Gov't Vessels Course

Upgraders enthusiastically are responding to the revamped government vessels class offered at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

Formerly known as sealift operations and maintenance, the three-week government vessels course is open to all Seafarers. It emphasizes practical training and also includes classroom studies.

"The hands-on training is really valuable. You have to do these things to understand them," noted SA Jon Rolston, who recently completed the class. "It's definitely worthwhile and the material is well-presented. There's a good mix of hands-on and classroom work."

Rolston added that "at first, it didn't seem to make sense to have the steward department taking this class. But once you start damage-control training, you understand. You're not going to be hanging out in the galley if the ship is sinking!"

"The whole course is good and very interesting," agreed Richard Jefferson, who recently graduated from the Paul Hall Center's unlicensed apprentice program.

He cited damage control as the highlight. "Water was shooting

out everywhere, but it was fun. Everyone will be involved if there's an emergency, so it's important to practice these operations," said Jefferson.

Restructured and updated last summer in order to ensure the SIU continues supplying fully qualified manpower for its military-contracted companies and for the U.S. Military Sealift Command (MSC), the class is presented in three one-week, stand-alone modules. This means they may be taken in any order, which is intended to make it easier for Seafarers to fit the class into their respective upgrading schedules.

The course begins with overviews of MSC and the U.S. Maritime Administration, along with assessments of how military-contracted ships differ from other Seafarers-crewed vessels. This section includes comments from SIU members and armed forces personnel who have sailed aboard military support ships.

From there, upgraders learn about and practice damage control. "They do patching, plugging, communications, emergency-party organization and other activities," noted Mark Cates, who teaches the government vessels course.

"This section is like the rest of the course—there's a lot of material," continued Cates, formerly a rated damage-control person in the U.S. Navy. "It mainly deals with equipment orientation and practical usage—de-watering equipment and pumps, applying patches, principles of shoring (reinforcement of weakened structures). . . . People spend years and years learning how to do these things, but this is a good sampling and overview."

The rest of the first module includes hazardous materials (hazmat) familiarization, forklift operations, cargo handling and safety methods.

Week two focuses on underway replenishment (unrep), vertical replenishment (vertrep) and helicopter operations. Cates explained that "unrep involves using synthetic highline rigs to transfer everything from cargo to fuel to personnel between two ships while the vessels are sailing.



Kyotaro Lopez (left) and David Arczynski practice damage control.

Vertrep basically is the same operation, except between a helicopter and a ship, and it's mainly used for stores and cargo."

The helicopter operations section covers flight deck safety and signaling for underway and vertical replenishment.

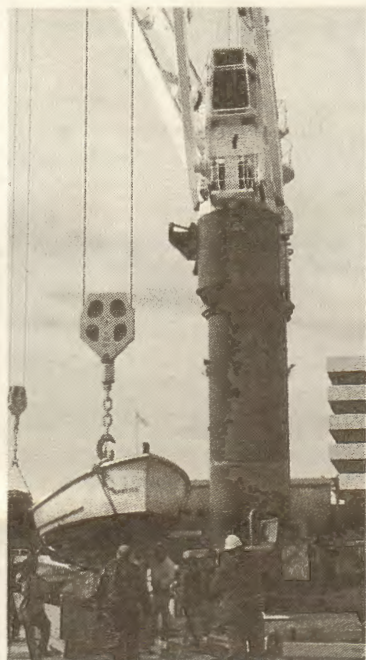
Finally, upgraders during the third module practice and study crane operations, with practical training in the center's Hagglund crane.

"Working on the crane was very educational," said Annie Nodd, another recent graduate of the unlicensed apprentice program. "With all of the hands-on training in this class, you can see the potential danger and the need for safety."

For more information about the government vessels course, contact the admissions office at the Paul Hall Center at (301) 994-0010, extension 5202.



Jon Rolston takes part in a damage-control drill at the Paul Hall Center.



The Paul Hall Center's government vessels course features hands-on training in a number of subjects, including Hagglund crane operations.



With supervision by instructor Mark Cates (left), students David Arczynski, Annie Nodd, Kyotaro Lopez and Richard Jefferson learn about pumps, patches and more.

Plucking Danger from Chicken

Methods Offered by Chef Allan To Promote Safe Handling of Food



Editor's note: The following article was written by Chef Allan Sherwin, director of culinary education at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Sherwin has a videotape available on preventing food-borne illness aboard ship. If representatives of SIU-contracted companies would like a copy of the tape, they may contact him at (301) 994-0010.

Chicken is becoming more popular every year. It is more cost-effective than beef and has less cholesterol, plus allows greater variety in recipes.

According to the March 1998 issue of *Consumer Reports*, each American consumed an estimated 74 pounds of chicken in 1997, up from 58 pounds per person a decade earlier. Unfortunately, during that same time, there also has been a substantial increase in cases of food-poisoning resulting from contaminated foods, including chicken.

About 500,000 people in the U.S. are hospitalized each year from food-poisoning. The number of unreported cases is far greater—estimated in the millions.

Salmonella, a bacteria found on seven out of every 10 chickens sold, is the main culprit. But, other organisms like campylobacter and E. coli also may be present. All of these entities are tasteless, odorless and colorless.

There are several steps you can take to prevent these

organisms from making you ill, including the following:

- Keep all poultry chilled under 40° F. The colder the environment, the slower the organisms will multiply. Do not accept poultry if the temperature is greater than 45° F.

- Always store chilled poultry in your coolers on the bottom shelf to prevent juices from draining on other foods, especially foods such as fruits and vegetables which will not be cooked. Here again, remember that the bacteria is tasteless, odorless and colorless.

- Cook all chicken to a minimum of 165° F and make sure that the juices run clear. Cook turkey to a minimum of 180° F. The salmonella organism will be killed at this temperature.

- Sanitize your cutting board if processing raw poultry. Do not use the same cutting board for raw poultry and cutting vegetables for the salad bar. Try color-coding your cutting boards, if possible.

- Sanitize your work station and all knives used to process raw poultry. Cross-contamination, or using an improperly sanitized cutting board or utensil is a prime cause of food-poisoning.

- Wash your hands frequently when processing raw poultry. Contaminated hands used to open doors and handle plates and pans can cause illness.

The Centers for Disease Control estimates that salmonella causes up to 7 million food-borne infections per year. By following some simple guidelines, you can ensure that you and your crew are protected against potential food-borne outbreaks.

Stewards Complete Ice Carving Seminar



Chief Steward McKinley Jones (above) and Certified Chief Cook William Churney (right) proudly stand behind their ice carvings of a sailfish. The ice carving seminar is one of the courses in the steward upgrading program at the Lundeberg School.



Bosun Donates Frontier Mementos To Paul Hall Memorial Library

Collector Dan Marcus Notes Historic Aspects of Strike

Thanks to Recertified Bosun Dan Marcus, the Paul Hall Memorial Library contains memorabilia from one of the longest, most-publicized strikes in recent history.

Marcus sent a colorful poster, button and small flag from the Frontier Hotel in Las Vegas to the library, which is part of the training facility for SIU members located in Piney Point, Md. The items were produced by members of the five unions who struck the hotel from September 21, 1991 until January 31, 1998.

"Being a collector, sometimes you recognize history in the making—the significance of an event," stated Marcus, a 26-year member of the SIU and frequent upgrader. "But what really sparked me (to acquire the mementos) was the Paul Hall Library. Certainly it's a maritime museum first, but if you read the cards and materials, there's a lot of information about organized labor as a whole. Looking through the archives, you can read about other historic strikes."

Union members recently won the long battle at Frontier, which



Recertified Bosun Dan Marcus donates memorabilia from the Frontier Hotel strike in Las Vegas to the Paul Hall Memorial Library. "Being a collector, sometimes you recognize history in the making," said the long-time Seafarer.

began after management eliminated pension plans, reduced wages and health benefits, and severely weakened job security protections. Some 550 workers remained on strike, and none crossed the picket line.

Ultimately, an investor recently purchased the hotel and quickly reached a contract with the striking union workers, who secured improvements in each area the previous ownership wanted to slash.

The 44-year-old Marcus, who sails from the port of Baltimore, had been aware of the strike almost since it originated.

"I periodically go to Las Vegas for vacation, so I saw the picket line. And I also had seen Joey's photo in the *Seafarers LOG*," recalled the bosun, referring to an early 1992 article about Seafarers (including the late SIU Executive Vice President Joseph Sacco) marching with the strikers.

Strike Ends

Late last month, Marcus returned to the city for some time off and to run in a race.

"It just so happened the strike ended on January 31, when I was there. It was an historic event for organized labor because it's the longest strike in U.S. history that ended favorably for the workers," he explained.

About 1,500 union members, their families and friends and other supporters from the community joined in a rally on the Las Vegas Strip to celebrate the strike's successful conclusion. They escorted the first shift of

Frontier Hotel employees back to work.

The next day, Marcus visited with Jim Arnold, the president of Local 226 of the Hotel Employees and Restaurant Employees (whose members engaged in the job action). Arnold had designed a poster honoring the strikers, featuring their rallying mantra, "One day longer!"

As a collector of union and sports memorabilia as well as stamps, Marcus has an eye for keepsakes. He noted his appreciation of the poster to Arnold, and promptly received an autographed print of the banner along with a button and miniature flag.

Marcus then combined the three items and shrink-wrapped them for display at the library.

"Jim said they couldn't have stuck it out without support from the other unions," observed Marcus, who most recently sailed aboard the *LNG Taurus*. "They all did at least 30 hours a week on the picket line, plus many of them worked part-time for at least 30 hours a week. And it lasted for so long. That's at least 60 hours for six-and-a-half years."

He added that he believes the Frontier strike poster will "go along well" with the World War II merchant marine poster collection normally housed at the library. Currently, that display is undergoing refurbishment.

SIU Affiliate Supports Special Session So V.I. Can Honor Contract

The United Industrial Workers, an affiliate of the SIU, recently hosted a political forum as part of an ongoing effort to spur the U.S. Virgin Islands' legislature to identify funding to implement the terms of the contract covering thousands of territory government workers—all of them represented by the UIW.

Several members of the legislature participated in the January 16 event on St. Thomas, where they answered questions from UIW members and officials. They discussed possible funding methods as well as indirectly related issues about various aspects of the government's operations.

Meanwhile, members of the UIW's legislative and political action committee in the territory (which organized the forum) continued developing strategies to facilitate funding. After the forum, they met with the union's legislative affairs director and laid out a plan of grassroots mobilization.

"The members are extremely determined," said Amos Peters, vice president of the UIW's Caribbean region. "They and their families know the issues, they're registered to vote, and they're going to be heard."

The latest efforts include UIW members individually contacting V.I. legislators and circulating a petition for delivery to those same representatives urging the convening of a one-day special session to pinpoint revenue sources.

A number of senators have said they support calling a special session of the legislature for this intent.

"It's good to know that at least some of the senators are thinking along the same lines that we are," added Peters. "But the ultimate objective remains the same: Funding the master agreement. The legislature must take mean-

ingful actions to that end."

V.I. Senators Stephen Frett, David Jones and Celestino White took part in the event, as did a representative for Senator Holland Redfield. Tito Morales, president of the AFL-CIO Central Labor Council of the Virgin Islands, also made remarks.

Representing the UIW as panelists were members of the political action committee including Wingrove Creighton, Karen Encarnacion, Sheena Conway, Arlene Kelly and Samuel Harvey.

Gov't Signed Contract

Ray Martinez, UIW assistant vice president in the Caribbean region, pointed out that last July UIW workers and the V.I. government's chief negotiator each signed off on a three-year contract. Under the master agreement's terms, UIW members responded to the government's claims of financial problems by voting to make significant concessions on back wages and to streamline the territory's payroll system.

In return, the members received improved benefits and job classification "step increases" which effectively are pay raises.

However, despite the facts that the contract would mean substantial savings for the financially strapped government, and that the administration's chief negotiator signed it last summer, the pact has not been enacted. Governor Roy Schneider delayed approving the contract for several months, while the 15-member legislature has yet to reach consensus on how to fund the agreement or even whether to approve it. (In fact, Schneider did not sign the contract until November—after UIW workers unanimously voted for an emergency job action intended to force action on the contract.)

During the forum, Martinez

and the panelists also frankly reminded the senators that 1998 is an election year, and—considering that UIW members and their families in the Virgin Islands represent a substantial and very active percentage of potential voters—the elected representatives seemingly should have plenty of incentive to enact the contract.

"We are telling you from now, if you don't support us, we don't support you," Martinez declared.

"The union is on the right track," said White, who has made numerous proposals for economic enhancement of the territory, which would help enable contract funding.

White's recommendations include installing a parking-meter system, passing a cigarette tax, utilizing interest earned on real estate, and—perhaps most significantly—reducing some of the various tax exemptions currently enjoyed by many businesses on St. Thomas, St. Croix and St. John. In some cases, those exemptions are 100 percent.

"With this one item of step reductions of [certain business] benefits, in 10 years the total that will be realized will be \$103 million," White stated. "It's incumbent on you and your membership to lobby for passage of these measures, because it's clear that the revenues that we can generate and will generate is an enormous amount of moneys."

Frett said he has urged his colleagues to convene the special session "so that we can help raise revenues for the government to meet its obligations not only to the private sector, but also to our [government employees].... Let's sit down and go over every one of [the proposals], and then the consensus that is derived, that's the direction we will go."

Frett's suggestions included an

unusual sales tax that he said would not affect the cost of living in the territory because of an adjustment of gross receipts designed to encourage businesses to lower prices.

He also challenged the other senators to actively pursue funding of the master agreement.

'Very Understanding'

Jones marveled at the patience of UIW members in the territory, but said it is time they received their due.

"You all have been very understanding and accommodating. You've been helping the government to make it through these difficult times. Now, we should do everything within our power to make sure that whatever contract you successfully negotiate and our government signs into law, that those terms and conditions—particularly the economic conditions of that contract—should be honored," he said.

Additionally, he noted that many of the 3,200 territory government workers earn \$15,000 per year or less, further exacerbat-

ing the need for funding the step increases. "That (the salaries of less than \$15,000) is criminal," he said.

One of Jones' ideas for generating revenues is a proposed joint public-private venture that would create a telecommunications corporation he described as a "quasi-government agency." He also wants to promote the territory as an attractive location for manufacturing plants of U.S.-based corporations.

The final speaker, Morales, put it bluntly: "We want the contracts implemented, or else we are going to the street. And we are going to the street before election day."

He also noted that the stagnant wages in the U.S. Virgin Islands during the 1990s effectively have equaled pay cuts for government employees, because of cost-of-living increases.

Lastly, Morales emphasized the need for union members and all other workers to hold elected representatives accountable. "We've had enough of it. And we are going to fight our enemies and put them out," he stated.

6 LNGs Extended to Year 2010

Six SIU-crewed LNG ships will sail at least until the year 2010 following a shift in ownership of the vessels.

Two remaining LNGs are contracted to sail until 2001 and 2002.

Energy Transportation Corp. (ETC) remains the operator of the vessels.

Since 1989, the fleet jointly has been owned by Burmah Castrol, UK; Mitsui O.S.K. Lines, Ltd. (MOL); and Nissho Iwai Corp. (NIC). Last month, those companies announced that MOL and NIC had acquired Burmah Castrol's interests in the fleet. They also reported the extension to 2010.

"The continuation of six ships until 2010 means job security for Seafarers. For that reason, we welcome this announcement," said SIU Vice President Contracts Augie Tellez.

All of the vessels were built in Massachusetts during the late 1970s. They transport liquefied natural gas from Indonesia to Japan.

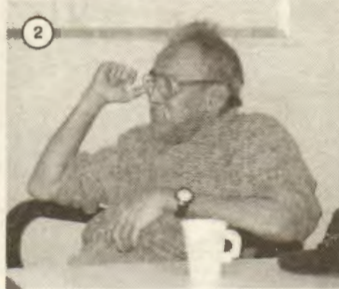
Meeting with Seafarers Around Norfolk



1 Members at the Norfolk SIU hall listen to a response from SIU VP Contracts Augie Tellez (standing), answering a question about z-card renewals.

2 Taking part in a question-and-answer session aboard the *Flickertail State* is Electrician Mann Aroon.

3 Bosun Stella Zebrowski (left) welcomes SIU VP Contracts Augie Tellez aboard the *Flickertail State*.



4 Crew members aboard the *Cape Ray* discuss eligibility requirements for upgrading, the battle to maintain the Jones Act and other key issues pertaining to the SIU and the entire U.S. maritime industry.

5 Prior to the commencement of the meeting aboard the *Flickertail State*, Steward/Baker Keith Mayer checks the news in the latest issue of the *Seafarers LOG*.

6 Bosun Edward Brinn (left) and Electrician George Wallis await the start of the meeting aboard the *Cornhusker State*.

Seafarers aboard ship and ashore in the port of Norfolk, Va. met last month with SIU officials to catch up on the latest news affecting their livelihoods. SIU Vice President Contracts Augie Tellez, SIU Vice President Atlantic Coast Jack Caffey, SIU Assistant Vice President George Tricker, SIU Norfolk Port Agent Jim Malone and SIU Representative Leo Bonser met with Seafarers at the Norfolk union hall and aboard the *USNS Altair*, *Cornhusker State*, *Flickertail State*, *Cape Race*, *Cape Rise* and *Cape Ray*.

Topics covered during the meetings included the need for Seafarers to update their z-card; various aspects of the contracts covering Seafarers-crewed military ships, including the Ready Reserve Force and prepositioning ships; upgrading opportunities available at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md.; new jobs the union has gained during the past year, plus prospects for other new employment opportunities; the ongoing fight to maintain the Jones Act, which is vital to Seafarers' job security as well as to U.S. national and economic security; activity in U.S. shipyards, and more.



Article Details Union Busters' Tricky Tactics Companies Spend Billions Trying to Quash Pro-Union Workers

When workers at the Borders Books and Music store in Chicago late last year ratified the first-ever union contract with the company, it marked the culmination of an intense struggle.

As is often the case nowadays in organizing campaigns, the employees at Borders faced a well-financed, extremely aggressive effort by the company to thwart their attempt to secure representation by the United Food and Commercial Workers (UFCW). This included the company's hiring a union-busting law firm (New York-based Jackson-Lewis) which peppered workers with propaganda during the months before the vote.

An article in a recent issue of the UFCW newsletter spotlights the Borders case and exposes many of the tactics used by such firms. The piece points out how U.S. labor laws arguably are stacked against employees simply attempting to exercise their legal right to join a union.

Moreover, the article explains that union-busting quietly has become a billion-dollar industry in America, with anti-labor firms raking in big bucks for their polished, intimidating attacks.

Companies resisting employees' efforts to organize is nothing new. But, "in the computer age, psychological warfare has

replaced physical intimidation," notes the UFCW. "Instead, slick consultants and lawyers, skilled at stepping around the law, create a climate of fear and misinformation to defeat union drives. And when that fails, they initiate one legal battle after another to frustrate and deny through court action what they couldn't defeat at the ballot box."

As spelled out in the article, an employers' campaign typically begins with attempts to isolate and frighten workers who favor representation. This involves not only management, but also anti-union employees.

At Borders in Chicago, as in most company campaigns, it was the high-priced, union-busting lawyers orchestrating the mental assault.

"They manipulated people," one UFCW member told the union. "They worked as puppeteers, directing local and upper management. They told them what to say, whom to talk to, and what to write. As we got closer to the vote, certain assistant managers walked around with glazed eyes, as if their souls had finally had enough."

The Borders case included all of the usual elements. Among them were the initial intimidation, then an appeal for company loyalty that supposedly precludes

securing union representation.

From there, managers—following the union busters' script—cozied up to pro-union workers, assuring them they were part of a happy family and ostensibly soliciting their input regarding workplace issues.

Next, workers were subjected to captive-audience meetings—conducted on the clock, with mandatory attendance. Anti-union videos were shown, and lectures were given by management. Flyers and newsletters written by the lawyers were distributed.

Losing Focus

Specific content varies with each case, but the lawyers' primary aim usually is the same. Namely, to distract workers from the real issues through a barrage of negative, confusing and generally inaccurate information about a particular union and union representation as a whole.

Their hope is that employees will forget about the problems at their workplace and instead focus on innuendo or outright lies about the union.

Says a Borders worker subjected to the Jackson-Lewis campaign, "The goal of union busting is to turn you upside down and confuse you. Make you doubt your own good sense. Union busters will do anything to make

you believe the opposite of what a union really means."

Although such tactics sometimes are effective, they easily can be seen through when workers know the facts.

For instance, employers often warn that joining a union inevitably means going on strike. In truth, the vast majority of union contracts—98 percent—are settled without a job action.

Similarly, companies routinely claim that if workers vote for union representation, it may put them out of business. Yet, according to data used by the government to measure workplace productivity, union shops (and, therefore, the companies they work for) are decidedly more productive than unrepresented shops. As many an organizer has pointed out, it follows common sense that employees who feel they have a real voice in the workplace and therefore receive fair treatment, will be more productive.

Another tired argument used by union busters is derisively telling employees they don't need a "third party" such as a union. "Most of those same companies belong to trade associations, elect officers, pay dues, and hire lobbyists, all for the purpose of improving their business standing and advancing their political agenda,"

explains the UFCW.

Indeed, as union members know from experience, a trade union is not a "third party," but rather a vehicle for workers to improve their working conditions.

Hurts All Workers

When a union-busting campaign achieves its goal, all workers suffer. Even though union members on average earn more money and have better benefits than unrepresented employees (see article on page 7), non-union shops drive down wages and benefits on the whole.

This effect is similar to what happens when a U.S.-based manufacturing plant must "compete" with operations in Third World countries.

How can workers who want representation fight back against union busters?

At Borders, as in other campaigns where a majority of employees voted to join a union, the answer is to focus on the real issues and the facts.

"Unions raise wages and benefits and provide employers a stable, productive, and trained workforce," concludes the UFCW. "Unions strengthen the economy while helping employers compete on the basis of quality, customer service and productivity."

As one Borders worker put it, "A union is meant to empower, not overpower; help, not hinder. It takes some effort to make it work, but I believe it is worth it. I believe we are worth it."

From San Diego Shipyard to Spain

USNS Soderman Stands Ready to Support U.S. Troops

It did not take long for the *USNS Soderman* to show why backers of the U.S. fleet emphasize the need for strong sealift capacity.

Late last year, the converted roll-on/roll-off (RO/RO) vessel sat in a San Diego shipyard, undergoing the last of its refurbishment.

By early 1998, the *Soderman* stood ready to enter the latest potential fray in the Persian Gulf. As the *Seafarers LOG* went to press, the SIU-crewed ship was stationed near Malaga, Spain as part of the U.S. Military Sealift Command's (MSC) Maritime Prepositioning Ships Squadron No. 1.

Should a conflict involving the U.S. take place in the Middle East, the *Soderman* likely will be among the first vessels to deliver materiel supporting American armed forces.

After a recent shipboard meeting, John Cox, SIU port agent in Wilmington, Calif., stated that Seafarers clearly understand their roles aboard the prepositioning vessel.

"They all take it very seriously, and they know there's no room for error," Cox reported. "When you see a volatile situa-

tion like the one that's happening now in Iraq, it's easy to understand why these ships must be kept in peak condition and readiness at all times."

The *Soderman*, renamed last year at National Steel and Shipbuilding Company (NASSCO), is the last of five former Maersk ships converted and reflagged under the Stars and Stripes for operation by SIU-contracted Bay Ship Management for MSC. Those vessels are part of a 19-ship program designed to beef up American sealift capacity, in accordance with findings of a congressionally mandated study that followed the Persian Gulf War.

The *Soderman* is 907 feet long, with a maximum beam of 105 feet, a 35-foot draft and a full-load displacement of 55,123 tons. It can reach 24 knots and possesses cargo space described by MSC as "equal to nearly six football fields."

Within that area, the *Soderman* can carry "an entire U.S. Army armor task force, including 58 tanks, 48 other track vehicles, plus more than 900 trucks and other wheeled vehicles," MSC noted. The vessel can be fully loaded and off-loaded in 96 hours, and also includes helicopter pads.



Reporting for their shift on the *USNS Soderman* are (from left) Third Mate Eugene Barry and ABs Edward Miller, Joseph Marusak and Terry Armas.



Finishing another day of efficient deck work is Bosun "Whitey" Tankersley.



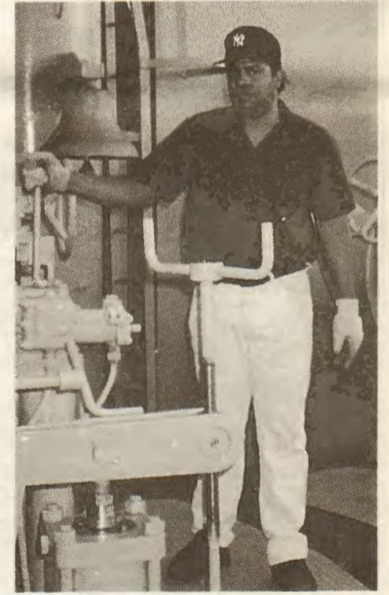
Chief Cook Francisco Aral, ready to serve a delicious meal, greets visitor.



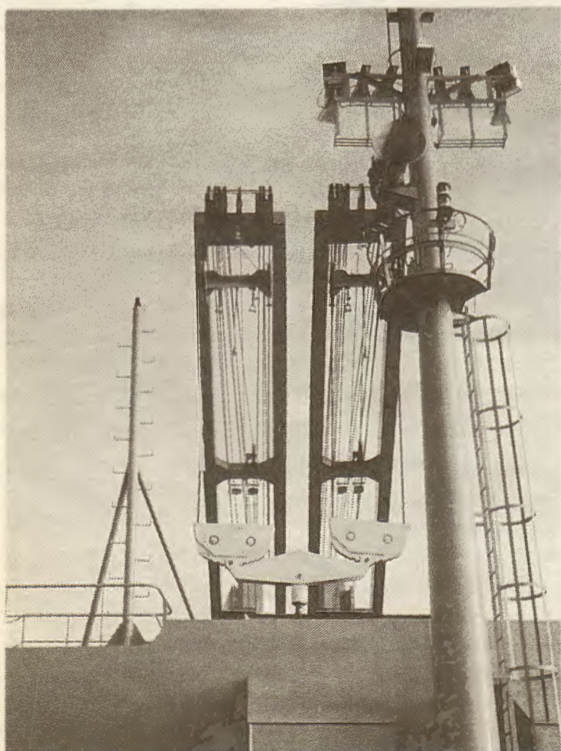
SA Walter Moore copies a list of stores aboard the *Soderman*.



Members of the deck gang get ready for ship docking.



On the bow, AB Derrick Hurt concentrates on his work.



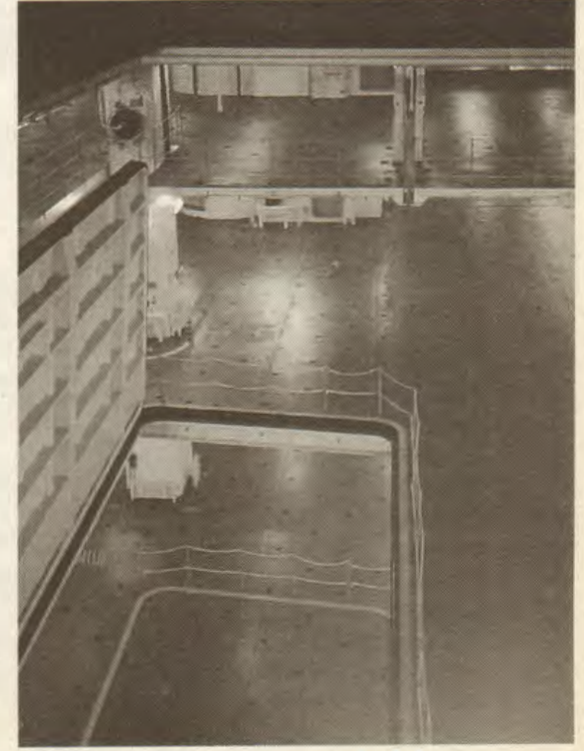
Part of MSC's prepositioning fleet, the *USNS Soderman* is stationed in the Mediterranean.



Showing off his spotless reefer box is Chief Steward Charles Brooks.



Carefully working with winch controls is OS David Joseph.



Converted in San Diego, the *USNS Soderman* possesses plentiful cargo space.

Anti-Worker Forces Launch Campaign

California Set as Latest Battleground With Initiative on June Ballot

When one group spends \$653 million to make sure its views are known in a federal election cycle, while another group spends \$58 million to present its concerns during the same period, which side might be expected to have legislation drafted to reign in its spending?

In more than a third of the states in the U.S., it's the side that spent the \$58 million, which reflects the amount of money spent by unions in 1996. (The \$653 million is the amount spent by businesses and corporations during the same time period, according to figures compiled by the Federal Election Commission and the Center for Responsive Politics.)

Anti-worker corporations and individuals have launched a nationwide effort at the state level to limit—if not eliminate—the voice of labor unions from the political process.

They are using whatever means they believe best suits their interests.

In some states, voters are contemplating ballot initiatives with such titles as “campaign finance reform,” “paycheck protection act” or “giving union members a choice.” In other states, measures have been submitted and are being considered by the elected officials in state houses.

No matter how the legislation is drafted or titled, its one consistent goal remains cutting back on the ways unions can participate in the political process.

One example that is catching the attention of working people across the country is Proposition 226 in California, which will appear on that state's ballots during the June primaries.

Thanks to clever drafting, the proposition leads off with a ban on contributions to California campaigns by foreign nationals. This is the hook for getting support for the measure, touted as “campaign finance reform.”

However, what the initiative's supporters are not saying is donations to California campaigns by foreign nationals ALREADY are illegal. The line is a feel-good statement that does nothing to change California law.

What comes after that line is what Proposition 226's backers hope no one will go on to read and consider.

If passed by the voters of California, Proposition 226 would prevent unions and employers from using dues, agency and other fees for political contributions or expenditures without yearly written

approval on file with the state on a government-issued and approved form from each member. It would keep an employer from collecting payroll deductions if he or she “knows or has reason to know” that any of the moneys would be used for political purposes. And it would allow the state's Fair Political Practices Commission to review union and employer records of all authorizations and deductions.

If passed, the proposition would go into effect on July 1. However, the state has said authorization forms would not be available until 1999. Under that scenario, no union funds—although legally collected prior to the passage of the initiative—could be used during the 1998 state elections for governor, lieutenant governor, state assembly and other races.

On the other hand, anti-worker forces in California would have no such constraints.

Also under debate in states where such anti-worker initiatives are being considered is what exactly is meant by political expenditures.

Some legal scholars have said the initiatives and legislation are limited to campaign expenditures only. Others have pointed out that more items could be included.

Among these are labor's ability to participate in get out the vote drives, telephone banks, voter guides and even lobbying.

The AFL-CIO has been monitoring the measures to see what specific constraints the anti-worker forces are seeking to impose.

The national labor federation also has been tracing the funding sources for supporters of these anti-worker initiatives.

They include a health insurance company that stands to gain if medical savings accounts are implemented. (The AFL-CIO is opposed to such accounts replacing the present Medicare system.) Two other organizations involved in the campaign are the American Legislative Exchange Council, which develops anti-worker legislation for use by elected officials, and Americans for Job Security, a group spearheaded by the insurance industry which announced in January it plans to raise and spend \$20 million against union efforts.

As of early 1998, the AFL-CIO was able to show that nearly \$150 million is being gathered from anti-worker businesses, corporations, groups and individuals to support measures to limit the effectiveness of unions.

1996 Corporate Political Contributions vs. Union Political Contributions

(In Millions of Dollars)



SOURCE: Federal Election Commission

Difference Between Bu

While pointing their fingers and screaming about the amount of money organized labor contributed during the 1996 election calendar, anti-worker forces outspent unions by an incredible 11 to 1 margin.

Figures compiled by the Federal Election Commission and the Center for Responsive Politics reported businesses and corporations put more than \$650 million into campaigns in 1996. Unions, on the other hand, donated \$58 million.

To show the imbalance in another way, total contributions for the 1996 election period amounted to \$1.6 billion. Of that total, corporate interests provided 40 percent of the funding while unions gave less than 4 percent.

So, why do anti-worker businesses and individuals feel the need to restrict the political activities of unions?

A look at the recent track record provides a clear answer:
● Working people convinced a Republican-majority Congress that it was time to raise the national minimum wage.

Campaign to Shackle Political Efforts

Total Corporate and Union Contributions

(Hard and Soft Money in Millions of Dollars)



States Considering Anti-Worker Political Measures

State	Initiative	Legislation
Alaska		✓
Arizona		✓
California	✓	
Colorado		✓
Florida		✓
Georgia		✓
Maryland		✓
Massachusetts		✓
Michigan		✓
Minnesota		✓
Mississippi		✓
Missouri		✓
Nevada	✓	
Oregon	✓	
Pennsylvania		✓
South Dakota		✓
Utah		✓
Vermont		✓
Wisconsin		✓

and Center for Responsive Politics

Business and Union Donations Continues to Expand

- Working people stopped legislation to extend fast-track trade authority. In the case of NAFTA, such legislation has led to the closing of American factories as businesses sought to take advantage of low-wage workers outside the U.S.
- Working people stopped legislation which would have cut Medicare funding.
- Working people stopped legislation which would have allowed companies to create in-house sham unions.
- Working people stopped legislation which would have created a national (so-called) right-to-work law.

Anti-worker forces have not been able to push their agenda through Congress. Despite the overwhelming difference in spending during elections, these businesses and corporations have not silenced the voices of working people. Thus, they are seeking a new way to keep working people from being involved.

Because of their lack of success in Washington, D.C., the anti-worker forces have taken their case to the state capitals. As of mid-February, a total of 19 states either were considering legislation or

were presenting ballot initiatives to curb the involvement of labor organizations.

These measures range from placing more restrictions on how voluntary contributions could be collected from members to the elimination of dues check-off to the prevention of unions from providing any information to their members other than updates on collective bargaining.

Speaking recently in response to the new attacks on working people, AFL-CIO Secretary-Treasurer Richard Trumka said, "They knocked us down a hundred times and we've gotten back up. And now we're going to kick their butts!"

The differences between unions and business in campaign contributions are nothing new. In fact, since the 1992 election cycle, the margin between the two has grown.

For the 1992 elections, businesses and corporations outspent labor by a 9 to 1 margin. The figures show businesses poured out \$447 million compared to the union contributions of \$48 million.

Two years later, the margin increased to 10 to 1 as corporations provided nearly \$493 million while labor gave just over \$48 million.

Past Scholarship Winners: Where Are They Now?

Seafarer Moves on to Law School

In 1993, when he was 28 years old, Seafarer Neil Simonsen was awarded one of the three Seafarers Welfare Plan scholarships set aside for SIU members. He was sailing as an AB aboard the *Sugar Islander* at the time.

Simonsen joined the SIU in 1985 upon graduation from the trainee program at the Lundeberg School in Piney Point, Md. He spent a few years sailing aboard the SIU-crewed *SS Independence* and *Constitution* around the Hawaiian Islands and aboard LNG vessels on the Japan to Indonesia run. He also spent some time in Tokyo and supported himself by teaching conversational English—and, in turn, was able to pick up the Japanese language.

With this experience behind him, Simonsen was ready to continue his formal education. He already had earned a number of credits at Contra Costa College in San Pablo, Calif. and the University of Hawaii's Kapiolani Community College.

In a letter written last year to the Seafarers Welfare Plan, Simonsen reports on his progress.

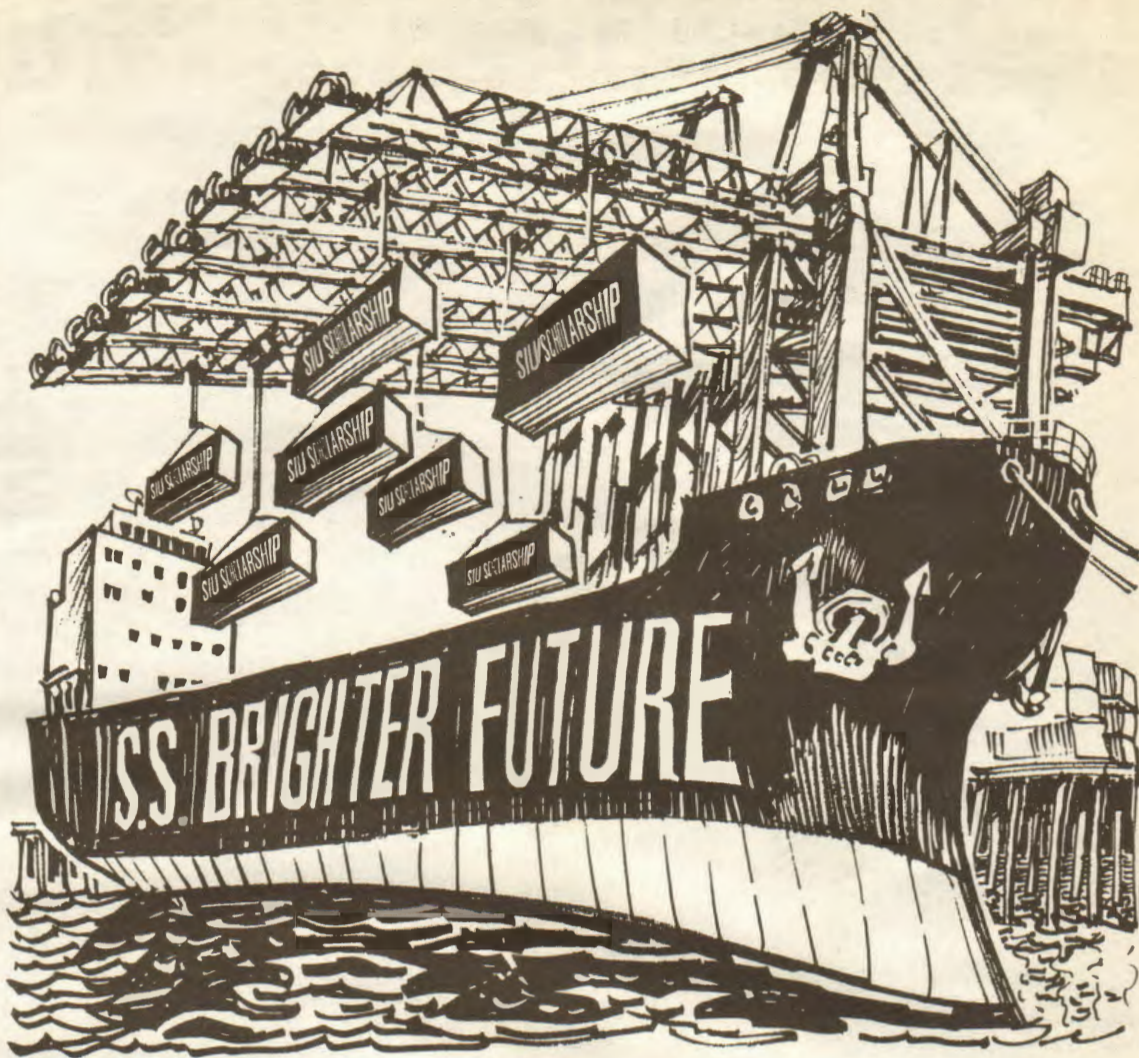
"I am writing to your office and to my brothers and sisters to thank you for your assistance in granting the [2-year, \$6,000] scholarship to me in the spring of 1993. Four years later, I am completing my undergraduate college career and am slated to embark on the study required for the law school examinations. Following law school, I hope to pursue a career in international law, either in the private sector or with the State Department.

"The assistance rendered to me through the SIU scholarship fund allowed me the luxury of spending a greater degree of time on my studies, enabling me to graduate within the top 2 percent of my class. For this, I wish again to thank my brothers and sisters at sea as well as the staffs at both Piney Point and Camp Springs.

"Although I will, unfortunately, not be shipping again, know that my thoughts will always be with you and that my 10 years at sea provided me an education unavailable within institutions of higher learning.

"My advice to fellow seamen is that if you are interested in education, take advantage of the facilities at Piney Point and pursue courses through local colleges between ships."

Sincerely,
Neil Simonsen



'98 Scholarship Deadline Nears

April 15, 1998 is one month away! That is the date by which all completed applications for this year's Seafarers Welfare Plan scholarship must be mailed.

As in past years, seven scholarships are being offered—three to Seafarers and four to dependents of SIU members. But with the deadline just one month away, time is of the essence.

One Seafarer will be eligible to receive a \$15,000 grant for use at a four-year institution of higher learning. Two other Seafarers will have the opportunity to be awarded \$6,000 grants for use toward two years of study at a community college or vocational school.

The remaining four scholarships will be presented to the spouses and dependent children of SIU members. Each of these \$15,000 awards is for use at a four-year college or university.

Because the Welfare Plan receives many applications for the grants, it is sometimes very difficult to determine the seven

recipients for the scholarships. Therefore, all applicants should fill out the application form as thoroughly as possible and provide all the requested information by the due date.

Some of the items that must accompany the written application form are transcripts and certificates of graduation, letters of recommendation, scores from college entrance examination tests, a photograph of the applicant and a certified copy of the applicant's birth certificate.

Also, those who have previously applied for a Seafarers Welfare Plan scholarship and were not selected are encouraged to apply again this year, provided they still meet all the requirements. (Eligibility requirements are spelled out in a booklet which also contains an application form. To receive a copy of this booklet, fill out the coupon below and mail it to the Seafarers Welfare Plan. The program booklets also are available at the SIU halls.)

Don't forget this date: **APRIL 15, 1998.** It is the last day applications can be postmarked for consideration in this year's scholarship program.

The Seafarers Welfare Plan scholarship is a great financial opportunity for all Seafarers and their spouses and children who plan to attend college next fall.

Since the program began in 1952, the SIU has awarded more than 200 scholarships to its members and their families to help them reach their educational goals. From these ranks have come doctors, lawyers (see articles at left), teachers and many other careers. Some members have used the program to improve their own job skills as Seafarers.

Whatever your reason for wanting a scholarship, now is the time to complete your application form and send it to the Seafarers Welfare Plan. The application forms must be mailed and postmarked *on or before April 15* in order to be considered.

Dependent Also Follows Legal Path

In 1979, the 27th year of the Seafarers Welfare Plan scholarship program, Maria Kaduck (now Kaduck-Perez) of Miami was one of four children of SIU members to benefit from the \$10,000, four-year award. (The amount has since increased to \$15,000.) The 17-year-old high school senior is the daughter of SIU pensioner **Raymond Kaduck**, who sailed in the engine department from 1955 until his retirement in 1978. (He died in 1989.)

The scholarship enabled Kaduck-Perez to obtain her B.S. degree with honors in business administration from the University of Florida. "It helped so very much," she recently told the *Seafarers LOG*, "and I would like to personally thank the SIU scholarship program for helping me in my educational endeavors."

Following graduation, she worked for two years as a management associate at Barnett Bank of South Florida and then decided she needed an advanced degree in order to move upward. Through a combination of her high grade point average at college and her excellent work experience, she was accepted at the University of Florida College of Law, from which she graduated in 1989 with a J.D. degree.

That year was a big one for Kaduck-Perez. Not only did she



Maria Kaduck-Perez

graduate from law school, but she also was married (to another attorney). Additionally, it was the year her father died.

Kaduck-Perez studied hard for the Florida bar exam, which she took and passed in 1990. She then was hired as a lawyer with the National Labor Relations Board (NLRB) in Miami.

Now 36, Kaduck-Perez continues her work with the NLRB, which administers and enforces the National Labor Relations Act, the nation's primary labor law. The NLRB has two main functions: (1) to conduct secret-ballot elections in which employees vote on whether they want to be represented by a union for purposes of bargaining collectively with their employer about wages, hours and working conditions, and (2) to investigate, prosecute and remedy unfair labor practices.

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

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

3/98

Dispatchers' Report for Deep Sea

JANUARY 16 — FEBRUARY 15, 1998

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	27	19	4	30	16	5	9	49	31	7
Philadelphia	6	3	1	2	3	0	0	8	5	3
Baltimore	5	4	1	4	8	0	0	8	8	2
Norfolk	13	11	8	7	8	3	2	22	18	9
Mobile	6	10	1	11	5	1	1	13	10	0
New Orleans	21	14	3	21	10	2	6	30	24	9
Jacksonville	32	20	7	24	12	7	12	61	31	13
San Francisco	28	11	2	21	10	3	5	45	18	3
Wilmington	18	12	10	9	4	0	1	40	21	16
Seattle	31	12	4	30	14	0	3	51	18	5
Puerto Rico	11	0	2	7	0	3	6	17	2	5
Honolulu	5	7	3	9	8	3	1	14	12	4
Houston	31	23	7	31	12	3	12	43	36	11
St. Louis	4	1	3	1	0	2	0	6	1	2
Piney Point	2	1	0	2	0	0	0	1	1	0
Algonac	0	1	0	0	2	0	0	0	1	1
Totals	240	149	56	209	112	32	58	408	237	90
ENGINE DEPARTMENT										
New York	11	6	2	3	9	1	1	30	12	3
Philadelphia	3	1	1	2	1	0	0	2	2	1
Baltimore	6	4	1	3	3	1	1	5	4	1
Norfolk	5	6	4	6	5	1	4	8	9	6
Mobile	8	10	0	10	2	0	0	12	11	1
New Orleans	10	11	2	6	5	1	3	21	19	6
Jacksonville	10	7	4	12	6	4	2	24	15	8
San Francisco	7	5	2	8	5	0	1	16	17	3
Wilmington	7	9	2	8	8	2	2	13	17	4
Seattle	15	10	3	13	5	0	5	20	13	5
Puerto Rico	4	3	1	4	6	3	1	6	3	2
Honolulu	7	8	3	4	4	5	2	10	12	5
Houston	17	5	6	13	13	2	8	25	10	8
St. Louis	2	3	0	0	0	0	0	2	3	1
Piney Point	3	1	1	1	2	0	0	5	3	2
Algonac	1	1	1	0	1	1	1	1	0	0
Totals	116	90	33	93	75	21	31	200	150	56
STEWARD DEPARTMENT										
New York	15	9	0	10	8	0	9	23	18	1
Philadelphia	3	1	0	1	1	0	0	5	2	0
Baltimore	5	0	0	3	1	0	1	3	0	0
Norfolk	6	3	1	4	1	0	1	14	11	2
Mobile	5	2	1	7	1	0	0	8	1	1
New Orleans	5	2	1	8	2	0	3	12	8	3
Jacksonville	12	6	2	15	2	1	4	23	9	4
San Francisco	22	6	0	17	4	0	5	52	7	1
Wilmington	8	4	2	11	1	0	2	20	4	2
Seattle	23	1	1	24	2	0	8	40	4	1
Puerto Rico	7	3	0	1	1	0	0	7	3	0
Honolulu	15	4	8	5	3	10	1	26	8	6
Houston	14	6	1	13	1	1	5	24	13	0
St. Louis	1	0	0	1	0	0	0	1	0	0
Piney Point	6	0	0	0	0	0	0	9	0	1
Algonac	0	0	0	0	0	0	0	0	1	0
Totals	147	47	17	120	28	12	39	267	89	22
ENTRY DEPARTMENT										
New York	6	23	10	6	15	4	0	8	43	23
Philadelphia	0	0	2	0	0	0	0	0	0	4
Baltimore	0	1	2	0	2	2	0	0	2	1
Norfolk	4	8	14	0	4	10	0	6	18	27
Mobile	1	8	2	2	4	2	0	3	17	3
New Orleans	2	14	7	4	13	4	0	5	18	17
Jacksonville	4	11	6	5	9	4	0	4	26	17
San Francisco	5	11	1	2	5	0	0	12	31	6
Wilmington	5	10	2	1	6	1	0	11	16	12
Seattle	12	9	4	8	13	0	0	15	16	6
Puerto Rico	1	3	0	2	0	0	0	8	11	7
Honolulu	9	24	72	8	30	50	0	10	42	111
Houston	2	14	9	0	10	1	0	7	21	15
St. Louis	0	1	0	0	1	0	0	0	1	0
Piney Point	1	32	24	0	4	10	0	1	31	23
Algonac	0	1	0	0	1	1	0	0	1	0
Totals	52	170	155	38	117	89	0	90	294	272
Totals All Departments	555	456	261	460	332	154	128	965	770	440

*"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.

April & May 1998 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point.....	Monday: April 6, May 4
Algonac.....	Friday: April 10, May 8
Baltimore.....	Thursday: April 9, May 7
Duluth.....	Wednesday: April 15, May 13
Honolulu.....	Friday: April 17, May 15
Houston.....	Monday: April 13, May 11
Jacksonville.....	Thursday: April 9, May 7
Jersey City.....	Wednesday: April 22, May 20
Mobile.....	Wednesday: April 15, May 13
New Bedford.....	Tuesday: April 21, May 19
New Orleans.....	Tuesday: April 14, May 12
New York.....	Tuesday: April 7, May 5
Norfolk.....	Thursday: April 9, May 7
Philadelphia.....	Wednesday: April 8, May 6
San Francisco.....	Thursday: April 16, May 14
San Juan.....	Thursday: April 9, May 7
St. Louis.....	Friday: April 17, May 15
Tacoma.....	Friday: April 24, May 22
Wilmington.....	Monday: April 20, May 18

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

Personals

JOSEPH DUNN

Please contact Paul Dunn at (800) 236-0421.

IRVIN GLASS

Retiree Arthur McGinnis would like to get in touch with Irvin Glass. Anyone with information may call Brother McGinnis at (504) 838-9541.

TO MY FELLOW BROTHERS OF THE SEA

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

LIONEL MEEKER

Please contact Murray Meeker at 6313 Hillcrest Place, Alexandria, VA 22312.

WILLIAM DELBERT PARRISH

Please contact your son, William J. Parrish, at 1012 Rowland Ave., Chesapeake, VA 23324; or telephone (757) 543-5753.

ELWOOD JAMES WIGGINS

Please contact your daughter, Katrina Hill, at 6492 Heatherwood, Memphis, TN 38141; or call her at (901) 362-6230.

A Big Fish Story



This 98-pound halibut was caught in Alaska's Prince William Sound by Leslie Cope, chief pumpman on the *Overseas Washington*. Thanks to Bosun Jay C. Dillon for sending the photo to the *Seafarers LOG*.

**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

JANUARY 16 — FEBRUARY 15, 1998

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	30	3	0	0	0	0	30	3
ENGINE DEPARTMENT									
Algonac	0	9	5	0	0	0	0	9	5
STEWARD DEPARTMENT									
Algonac	0	7	0	0	0	0	0	7	0
ENTRY DEPARTMENT									
Algonac	0	26	14	0	0	0	0	26	14
Totals All Depts	0	72	22	0	0	0	0	72	22

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

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

Dispatchers' Report for Inland Waters

JANUARY 16 — FEBRUARY 15, 1998

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	3	3	8	2	3	6	3	4	12
Lakes, Inland Waters	23	0	0	6	0	0	32	0	0
West Coast	3	0	8	4	0	8	12	1	20
Totals	29	3	16	12	3	14	47	5	32
ENGINE DEPARTMENT									
Atlantic Coast	2	0	0	1	0	0	2	1	1
Gulf Coast	1	0	2	1	0	2	1	0	3
Lakes, Inland Waters	16	0	0	2	0	0	10	0	0
West Coast	0	0	0	1	0	0	0	0	0
Totals	19	0	2	5	0	2	13	1	4
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	3	0	0	0	0	0	3	0	0
West Coast	0	1	3	0	0	1	0	1	6
Totals	4	1	3	0	0	1	5	1	6
Totals All Depts	52	4	21	17	3	17	65	7	42

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

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

PIC-FROM-THE-PAST

This photograph, sent to the *Seafarers LOG* by QMED Marcus Perry of Pahoia, Hawaii, was taken aboard the *SS Matsonia*. The year is not certain.

It is of his father, Eddie "Shorty" Perry, shaking hands with none other than "The King"—Elvis Presley—during a voyage from San Francisco to Honolulu. Perry was sailing as bosun at the time.

"That's the good thing about being in the deck department," wrote the younger Perry. "You get to see what's happening up on deck." He noted that his father sailed with the Sailors Union of the Pacific and retired after 45 years at sea. He then went on the waterfront with the stevedores and "now calls the Big Island of Hawaii home."

As for QMED Marcus Perry: He says that "out of nine brothers, six of us sail—but I choose to be down in the hole!"

Perry also says to be sure to note that his father is wearing "the Lundeberg stetson" while Presley has on a Harley-Davidson cap.





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 16 Seafarers joining the ranks of pensioners this month are one recertified bosun and one recertified steward.

Representing 55 years of active union membership, Recertified Bosun **Richard S. Bynum** and Recertified Steward **Joseph F. Miller** graduated from the highest level of training in the deck and steward departments, respectively, at the Lundeberg School in Piney Point, Md.

Including the two recertified graduates, eight of those signing off shipped in the deep sea division; five worked on the inland waterways; two plied the Great Lakes; and one sailed as a commercial fisherman.

The favorite retirement region this month is the East Coast, where eight pensioners have settled. Four reside in the Midwest; three make their homes in the Gulf Coast; and one has retired to the West Coast.

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

The oldest retirees this month are inland member **Mabel I. Davis** and deep sea member **Oliver P. Oakley**. Both are 69.

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

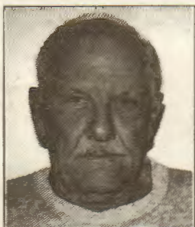
DEEP SEA



LAWRENCE J. BERKLEY, 65, joined the Seafarers in 1967 in the port of Philadelphia. A native of Pennsylvania, he sailed in the

deck department. From 1950 to 1953, he served in the U.S. Navy. In 1980, Brother Berkley last signed off the *Franklin J. Phillips*, operated by Extender Transport Corp. He has retired to Auburn, Pa.

RICHARD S. BYNUM, 67, began sailing with the SIU in 1978 from the port of Seattle. Born in Louisiana, he sailed in the



deck department and upgraded at the Lundeberg School in Piney Point, Md., where he graduated from the bosun recertification program in 1988. He served in the U.S. Navy from 1948 to 1952. Prior to his retirement, he signed off the *Sea-Land Express*. Brother Bynum makes his home in Seattle.



SERVANDO J. CANALES, 65, started his career with the Seafarers in 1948 from the port of New Orleans. The Louisiana

native sailed in the deck department as a bosun. His last ship was the *Mayaguez*, a Puerto Rico Marine Management vessel. Brother Canales calls Metairie, La. home.

RAUL A. GOTAY, 56, first sailed with the SIU in 1969 from the port of New York. Born in Puerto Rico, he sailed in the steward department and upgraded at the Lundeberg



School. He last sailed as a chief cook aboard the *Sea-Land Producer*. Brother Gotay has retired to Gainesville, Fla.



JOSEPH F. MILLER, 62, began sailing with the Seafarers in 1961. A native of New York, he worked early in his

career in the deck department before settling in the galley. Brother Miller upgraded at Lundeberg School, where he completed the steward recertification course in 1985. During his career, he sailed in both the inland and deep sea divisions and was active in union organizing drives and beefs. From 1952 to 1956, he served in the U.S. Navy. Brother Miller last sailed aboard the *Courier*, operated by OMI Corp. He lives in Jacksonville, Fla.

JOHN W. MORRIS, 65, joined the SIU in 1982 in the port of Honolulu. The New York native sailed in both the deck and steward departments and upgraded at the Lundeberg School. From 1952 to 1956, he served in the U.S. Navy. He signed off the *USNS Assertive*, a U.S. Marine Management vessel. Brother Morris makes his home in St. Petersburg, Fla.



OLIVER P. OAKLEY, 69, first sailed with the Seafarers in 1946 aboard the *Blue Ridge Victory*, operated by

Calmar Steamship Corp. A native of Pennsylvania, he worked in

both the deck and steward departments. Brother Oakley last sailed in 1987 as a chief steward aboard the *Denebola*, a Bay Tankers vessel. He has retired to Olyphant, Pa.

BOBBY E. STEARMAN, 65, started his career with the SIU in 1966. Born in



Georgia, he worked in the engine department, last sailing as a chief electrician. From 1950 to 1953, he served in the U.S. Air Force. Prior to his retirement, he signed off the *Global Mariner*, operated then by Transoceanic Cable Ship Co. Brother Stearman calls Brooksville, Fla. home.

INLAND



MABEL I. DAVIS, 69, first sailed with the Seafarers in 1988. Born in Missouri, she sailed primarily aboard vessels operated by Orgulf Transportation Co. as a member of the steward department. Sister Davis makes her home in Piedmont, Mo.

ROBERT JARDELL, 63, began sailing with the SIU in 1961. A native of Louisiana, he worked in the deck department and attended an educational conference at the Lundeberg



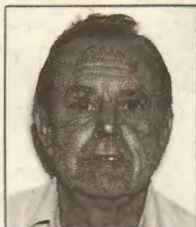
School in 1984. Boatman Jarrell last sailed as a captain aboard a Higman Towing vessel. He has retired to Orange, Texas.



HUGH L. PREWITT, 66, began his seafaring career in 1951 from the port of Houston. A native of Texas, he last

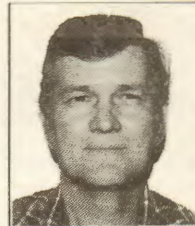
sailed as a captain aboard a National Marine Service vessel. Boatman Prewitt lives in Nederland, Texas.

JAMES E. STEWART, 67, started his career with the SIU in 1979 in the port of Jacksonville, Fla. His first and his last



vessel was the *Sugar Island*, operated by NATCO. A native of Maryland, he worked as a member of the steward department. From 1952 to 1954, he served in the U.S. Marine Corps. Boatman Stewart makes his home in Yulee, Fla.

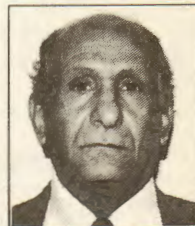
WILLIAM E. WALES, 55, first sailed with the Seafarers in 1964 aboard the *Johnny Brown*, operated by Slade, Inc. and signed off



as a captain aboard the *Jared M.*, a Higman Barge Lines vessel. Boatman Wales attended an educational conference at the Lundeberg School in 1977. A native of Louisiana, he has retired to Canon City, Colo.

GREAT LAKES

YEHIA A. SAEED, 65, joined the Seafarers in 1967 in the port of Detroit. Born in Yemen, he sailed as a member of the deck department and upgraded at the Lundeberg School. Brother Saeed last sailed in 1995 aboard the *Walter J. McCarthy Jr.*, operated by American Steamship Co. He makes his home in Dearborn, Mich.



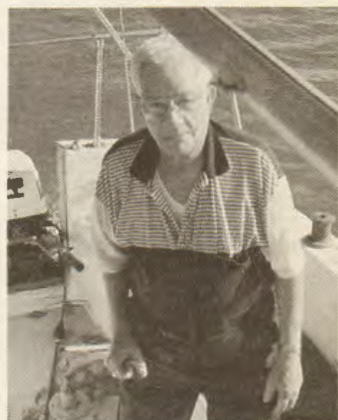
ROBERT R. WILLIAMSON, 62, began sailing with the SIU in 1962. Brother Williamson sailed primarily

aboard Great Lakes Towing vessels and worked in both the engine and deck departments. From 1956 to 1959, he served in the U.S. Army. Brother Williamson has retired to his native Milwaukee.

ATLANTIC FISHERMEN

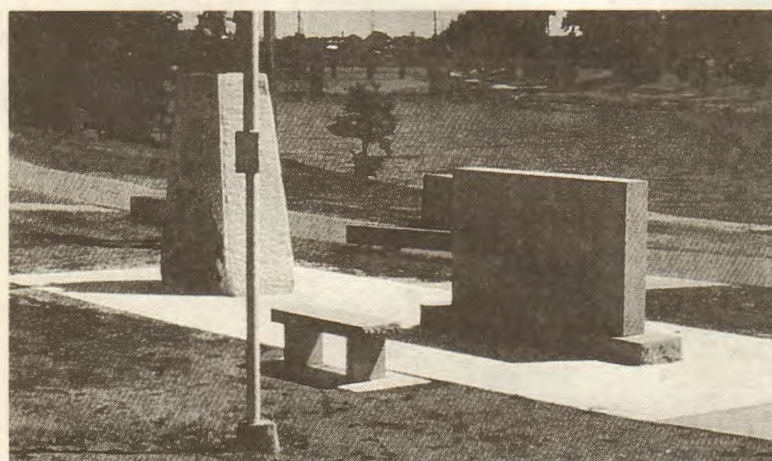
JAMES REED, 62, joined the Atlantic Fishermen's Union in 1953 before it merged with the AGLIWD in 1981. A native of Massachusetts, he sailed in both the steward and deck departments. Brother Reed last sailed aboard the *FV Cape May* as a member of the deck department. From 1953 to 1956, he served in the U.S. Marines. He makes his home in Gloucester, Mass.

Still Going to Sea



Isidore Dongen retired from the SIU in 1979 but still enjoys an occasional sail. The former engine department member recently took the helm of a sailboat during a relaxing afternoon near his home in Mobile, Ala. Dongen, 84, visits the SIU hall in Mobile several times per month, according to SIU Port Agent Dave Carter.

Kansas Mariners Dedicate Memorial



The Kansas chapter of the United States Merchant Marine Veterans of World War II recently informed the *Seafarers LOG* about a memorial built in Wichita to honor U.S. merchant mariners and members of the U.S. Navy's Armed Guard who served during the war. Dedicated at a reunion nearly two years ago, the memorial briefly but powerfully notes the vital contribution of the World War II merchant marine, including the fact that the all-volunteer service's casualty rate ranked second only the that of the U.S. Marine Corps—by a mere 1 percent. The 30 or so chapter members each year have a reunion with other members from neighboring states. This year's event will be the eighth such meeting.



Final Departures

DEEP SEA

JOSEPH BADYK



Pensioner Joseph Badyk, 85, passed away January 18. Brother Badyk first sailed with the Seafarers in 1952. Born in Poland, he was a member of the

deck department. During his maritime career, he was active in union organizing drives and beefs. Brother Badyk began receiving his pension in October 1979.

JOHN BISCHOFF

Pensioner John Bischoff, 87, died October 16, 1997. He joined the Marine Cooks and 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 Illinois, he retired in April 1975.

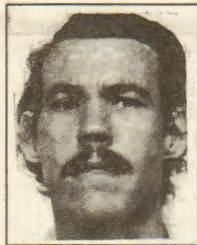
PAUL CHATTEY



Pensioner Paul Chattey, 92, passed away January 2. A charter member of the Seafarers; he joined the union in 1939 in the port of Mobile, Ala.

The Cuban-born Seafarer sailed in the deck department and was active in union organizing drives and strikes. Brother Chattey started receiving his pension in July 1971.

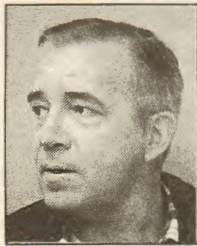
WINSTON DODSON



Winston Dodson, 43, died December 23, 1997. Brother Dodson graduated from the Lundeberg School's entry level training program in

1979 and joined the SIU in the port of Piney Point, Md. A native of Arkansas, he sailed as a member of the deck department. From 1972 to 1975, he served in the U.S. Navy. Brother Dodson was a resident of Jacksonville, Fla.

RUBEN H. DOLLAR



Pensioner Ruben H. Dollar, 59, passed away December 1, 1997. Born in Arkansas, he graduated from the MC&S training school

in Santa Rosa, Calif. and joined the MC&S in 1962 in the port of San Francisco, before that union merged with the SIU's AGLIWD. He first sailed on the *Matsonia*, operated by Matson Navigation Co. Brother Dollar upgraded at the Lundeberg School and graduated from the steward recertification course there in 1992. He began receiving his pension in March 1996.

EUGENE GREAUX



Pensioner Eugene Greaux, 77, died January 12. A native of the Virgin Islands, he started his career with the Seafarers in 1940 in the port of New

York. Brother Greaux sailed in the deck department and retired in 1980.

TOMAS GUTIERREZ

Pensioner Tomas Gutierrez, 72, passed away December 9, 1997. Born in Texas, he began sailing with the SIU in 1954 from the port of Baltimore. His first ship was the *Steel Ore*. Brother Gutierrez sailed as a member of the steward department. A resident of Houston, he began receiving his pension in April 1985.

JOHN F. HESTER



Pensioner John F. Hester, 86, died December 23, 1997.

Brother Hester first sailed with the Seafarers in 1951. A native of Pennsylvania, he sailed in the steward department. He was a World War II veteran, having served in the U.S. Army from 1941 to 1945. Brother Hester retired in May 1976.

WARREN J. LIESEGANG



Pensioner Warren J. Liesegang, 69, passed away January 9. He started his career with the SIU in 1966 in the port of New York. His first

ship was the *New Yorker*, a Sea-Land Service vessel. A native of New Jersey, Brother Liesegang sailed in the engine department. From 1950 to 1955, he served in the U.S. Navy. A resident of Fort Pierce, Fla, he began receiving his pension in July 1993.

GEORGE H. PADON

Pensioner George H. Padon, 70, died November 6, 1997. He graduated from the Andrew Furuseth Training School in 1961 and joined the SIU in the port of New York. His first ship was the *Seatrain Georgia*, operated by Seatrain Lines, Inc. The Mississippi native sailed in the deck department. From 1945 to 1946, he served in the U.S. Coast Guard. Brother Padon last sailed aboard the *Newark*, a Sea-Land Service vessel. A resident of Portland, Ore., he retired in December 1996.

JOHN R. ROBERTS



Pensioner John R. Roberts, 84, passed away January 8. A charter member of the Seafarers, he joined the union in 1939 in the port of Miami. The

Florida native worked in the steward department, last sailing as a chief steward. Brother Roberts was a resident of Mobile, Ala. and began receiving his pension in September 1972.

ALVIN A. SELICO



Pensioner Alvin A. Selico, 79, passed away December 30, 1997. A native of Louisiana, he joined the Seafarers in 1942 in the port of New Orleans.

Brother Selico sailed as a member of the steward department. He was a resident of Gretna, La. and began receiving his pension in July 1973.

JOHN SANTIAGO

Pensioner John Santiago, 74, died November 1, 1997. He began sailing with the MC&S in 1945 from the port of San Francisco, before that

union merged with the SIU's AGLIWD. Born in Hawaii, he signed on the *Marine Shark* and last sailed aboard the *Santa Maria*, both vessels operated by American President Lines. A resident of Galt, Calif., Brother Santiago retired in January 1973.

RAIMONDO J. SORBI



Pensioner Raimondo J. Sorbi, 81, died October 31, 1997. Born in California, he started his career with the MC&S in 1959 in the port of

San Francisco, before that union merged with the SIU's AGLIWD. Brother Sorbi sailed in the steward department as a chief butcher and was an MC&S instructor at the time of the SIU/MC&S merger. Brother Sorbi retired in September 1980.

DIMITRIOS STIROS



Pensioner Dimitrios Stiros, 73, passed away December 24, 1997. He first sailed with the Seafarers in 1952 aboard the *Mobilian*, operated by Waterman Steamship Corp.

A native of Pennsylvania, he worked in the steward department, last sailing as a chief steward. He was a veteran of World War II, having served in the U.S. Air Force from 1943 to 1946. Brother Stiros began receiving his pension in April 1985.

JOSEPH A. TAGLIAFERRI



Pensioner Joseph A. Tagliaferri, 71, died December 19, 1997. Brother Tagliaferri first sailed with the SIU in 1956 from the port of Balti-

more. Born in Maryland, he worked in the engine department and upgraded at the Lundeberg School. During his career, he was active in union organizing drives and beefs. Prior to his retirement in July 1989, he last sailed on the *Long Lines*, a Transoceanic Cable Ship Co. vessel. From 1948 to 1952, Brother Tagliaferri served in the U.S. Army. He was a resident of Dundalk, Md.

INLAND

CHARLES H. BONNIWELL



Pensioner Charles H. Bonniwell, 51, died December 14, 1997. A native of Maryland, he began his career with the SIU in 1969. Boatman

Bonniwell sailed as a tugboat captain and upgraded at the Lundeberg School. He last sailed on the *Prevail*, operated by Gulf Marine Transport Co. A resident of Tangier, Va., he retired in September 1997.

ERNEST A. JACKSON



Pensioner Ernest A. Jackson, 72, passed away December 10, 1997. He joined the Seafarers in 1969 in the port of New Orleans. The

Alabama native worked in the deck department, last sailing aboard Mariner Towing vessels. Boatman Jackson began receiving his pension in November 1989. A resident of Slidell, La., he was a veteran of World War II, having served in the U.S. Navy from 1942 to 1945.

LEE C. LANDRY



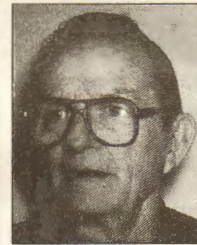
Pensioner Lee C. Landry, 87, died December 4, 1997. A native of Louisiana, he joined the SIU in 1956 in the port of Mobile, Ala. Boatman

Landry sailed in the deck department. He began receiving his pension in February 1974.

LEVY T. LAWRENCE

Pensioner Levy T. Lawrence, 74, passed away December 14, 1997. A native of Virginia, he joined the SIU in 1966 in the port of Norfolk, Va. Boatman Lawrence sailed as a captain and began receiving his pension in July 1970. He was a resident of Norfolk, Va.

BRYANT J. LeBLANC



Pensioner Bryant J. LeBlanc, 72, died November 14, 1997. Born in Louisiana, he started his career with the Seafarers in 1949 in the port

of New Orleans. Boatman LeBlanc sailed in both the deck and engine departments. A veteran of World War II, he served in the U.S. Army from 1942 to 1945. He was a resident of Loranger, La. and retired in November 1987.

HUGH PHILPOTT



Pensioner Hugh Philpott, 69, passed away December 24, 1997. He began sailing with the SIU in 1963 from the port of St. Louis. Born in Kentucky, he

sailed in the engine department. From 1950 to 1951, he served in the U.S. Army. Boatman Philpott, a resident of Louisville, Ky., began receiving his pension in February 1990.

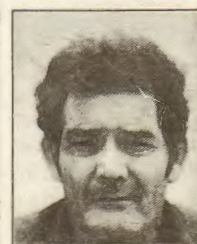
FRANK J. RALEIGH



Pensioner Frank J. Raleigh, 88, died January 9. Boatman Raleigh joined the Seafarers in 1961 in the port of Philadelphia. A native of Pennsylvania, he

sailed as a captain. He was a veteran of World War II, having served in the U.S. Navy from 1942 to 1945. Boatman Raleigh retired in August 1980. He was a resident of Yeadon, Pa.

GROVER C. ROWELL



Pensioner Grover C. Rowell, 71, passed away October 29, 1997. Born in Alabama, he started his career with the SIU in 1956 in the port of New Orleans. He

sailed in the engine department and upgraded at the Lundeberg School. From 1945 to 1948, he served in the

U.S. Navy. Boatman Rowell started receiving his pension in August 1988.

GREAT LAKES

ERNEST F. DEMERSE

Pensioner Ernest F. Demerse, 70, died December 14, 1997. A native of Michigan, he began sailing with the SIU in 1960 from the port of Detroit. Brother Demerse worked in the deck department, sailing primarily aboard Dunbar & Sullivan vessels. A resident of Sault Ste. Marie, Mich., he retired in July 1986. From 1946 to 1949, he served in the U.S. Air Force.

LEO M. DERRY



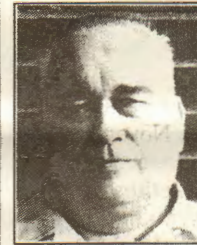
Pensioner Leo M. Derry, 83, passed away November 21, 1997. He joined the Seafarers in 1951 in the port of Alpena, Mich. The Michigan native

sailed in the deck department. Brother Derry began receiving his pension in December 1974.

JAMES J. GIERKE

James J. Gierke, 62, died January 16. Brother Gierke joined the SIU in 1956 in the port of Alpena, Mich. A native of that state, he sailed as a member of the steward department.

WILLIAM R. HEISCHMAN



Pensioner William R. Heischman, 80, died January 4. Brother Heischman started his career with the SIU in 1954 in the port of

Elberta, Mich. A native of Ohio, he sailed in the steward department. During World War II, he served in the U.S. Air Force from 1941 to 1945. Brother Heischman retired in October 1974.

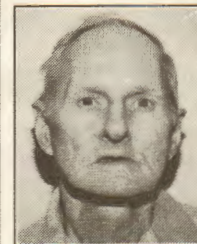
PAUL J. ONUFER



Pensioner Paul J. Onufer, 79, passed away December 15, 1997. Born in Indiana, he joined the SIU in 1953. Brother Onufer sailed aboard

deep sea and Great Lakes vessels, working in both the deck and engine departments. He upgraded frequently at the Lundeberg School. Prior to his retirement in June 1992, he sailed aboard the *St. Clair*, operated by American Steamship Co. Brother Onufer was a resident of Reno, Nev.

DEWEY J. SACK



Pensioner Dewey J. Sack, 75, died January 2. He joined the Seafarers in 1960 in the port of Detroit. Born in Ohio, he

sailed in the engine department. A member of the U.S. Army from 1942 to 1945 and a resident of Toledo, Ohio, Brother Sack retired in April 1988.

GORDON SANDBORG

Pensioner Gordon Sandborg, 82, passed away August 29, 1997. Brother Sandborg started his career

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.

SAM HOUSTON (Waterman Steamship), November 30—Chairman **Bobby Riddick**, Secretary **Thomas Guthrie**, Educational Director **Emmette Neathery**, Deck Delegate **Bernard Wilson**. Treasurer announced captain approved purchase of new VCR in Morehead City, N.C. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew asked contracts department to look into revising shipping rules and vacation pay schedule. Chairman reminded crew members to attend regular shipboard union meetings and fill in all information on crew lists.

SEA FOX (Crowley American Transport), November 23—Chairman **Robert Richer**, Secretary **Samuel Raines**, Educational Director **Fitzroy Jackson**. Chairman and crew discussed overtime for deck department members working in tanks. Crew requested information on SIU medical benefits. Crew also asked contracts department to clarify wage rates. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported.

SEA-LAND ANCHORAGE (Sea-Land Service), November 19—Chairman **Terrance Murphy**, Secretary **Aubrey Gething**, Educational Director **William Pinkham**, Deck Delegate **Michael Anderson**, Engine Delegate **Crescencio Suazo**, Steward Delegate **Said Abdullah**. Chairman informed crew members new issues of *Seafarers LOG* available and announced payoff upon arrival in next port. No beefs or disputed OT reported. Electrician requested clarification of contract issue. Crew asked for information concerning job duties of SIU apprentices. Next port: Tacoma, Wash.

SEA-LAND CHALLENGER (Sea-Land Service), November 24—Chairman **Monte Grimes**, Secretary **Donna J. Clemons**, Educational Director **Henry Paquin**, Deck Delegate **John T. Emrich**, Engine Delegate **Ricky Williams**, Steward Delegate **Lloyd Lawrence**. Bosun reported scheduled military exercises were canceled. He announced estimated day of arrival in port of Oakland, Calif. and noted payoff will take place the following day. Secretary reported \$40 in movie fund and discussed purchase of movies in port of Long Beach, Calif. Educational director stressed importance of upgrading at Paul Hall Center and advised members to review scheduled classes in *Seafarers LOG*. No beefs or disputed OT reported.

SEA-LAND DEVELOPER (Sea-Land Service), November 20—Chairman **Dana Cella**, Secretary **Frank Sisson**, Educational Director **William Hatchel**, Engine Delegate **Jan Haidir**. Educational delegate encouraged members to donate to SPAD and upgrade at Piney Point. Deck and steward del-

egates reported beefs. No beefs or disputed OT reported by engine delegate. Crew asked contracts department to clarify new shipping rules. Crew members discussed showing respect for one another. Crew thanked galley gang for job well done. Next port: Tacoma, Wash.

SEA-LAND ENTERPRISE (Sea-Land Service), November 20—Chairman **Francisco C. Munoz**, Secretary **Julio Roman**, Educational Director **Richard Risbeck**. Chairman and secretary urged crew members to donate to SPAD and upgrade at Lundeberg School. Educational director discussed importance of taking tanker operation/safety course at Piney Point. No beefs or disputed OT reported. Crew thanked steward department for job well done and thanked Chief Cook **Richard Casuga** for outstanding meals. Crew members wished Casuga well upon his departure in port of Oakland, Calif. and noted, "We are going to miss his cooking!" Next ports: Honolulu; Guam; Kaohsiung, Taiwan; Tacoma, Wash.

SEA-LAND INTEGRITY (Sea-Land Service), November 9—Chairman **John Elias**, Secretary **Stephanie Sizemore**, Educational Director **Dennis Baker**, Deck Delegate **Mark Anthony Holman**. Chairman reported two new reclining chairs received in port of Houston. Bosun announced ship is changing to northern run beginning next voyage. Chairman reported smooth sailing and noted U.S. Coast Guard inspection scheduled in port of Houston. Crew discussed purchase of new movies and donation of old tapes to Houston Seaman's Center. Educational director announced training books and videos on IMO regulations are available and noted shipboard demonstrations and drills will be conducted weekly. No beefs or disputed OT reported. Crew members discussed Seafarers Money Purchase Pension Plan (SMPPP). Bosun reported a full article on SMPPP appears in recent issue of *Seafarers LOG*. Crew thanked Chief Cook **John Platts** for morning coffee in lounge. Crew noted burial at sea of Bosun **H. White** and observed a moment of silence in his honor. Next port: Jacksonville, Fla.

SEA-LAND LIBERATOR (Sea-Land Service), November 23—Chairman **M. Gutierrez**, Secretary **Guillermo Thomas**, Educational Director **Elwyn Ford**, Deck Delegate **Acylee Brooks**, Engine Delegate **Ronald Hutchison**, Steward Delegate **Mercurion Abuan**. Chairman thanked crew for job well done and advised them to be aware of safety at all times. Secretary praised galley gang for job well done. Educational director encouraged members to upgrade at Paul Hall Center as often as possible. He noted increasingly strict maritime regulations and stated best way to be prepared is through continued education. No beefs or disputed OT reported. Crew mem-

bers discussed shorter meal hours while vessel is in port. Next port: Oakland, Calif.

SEA-LAND SPIRIT (Sea-Land Service), November 22—Chairman **Howard Gibbs**, Secretary **Ed Ombac**, Engine Delegate **Beckett Young**, Steward Delegate **Bob Racklin**. Chairman announced payoff in port of Tacoma, Wash. and discussed safety of lifeboat grips. He reported room inspections went well. Educational delegate noted advantages of upgrading at Paul Hall Center. No beefs or disputed OT reported. Bosun gave special vote of thanks to galley gang for its "extra efforts on Thanksgiving Day." He noted crew members enjoyed wide variety of food, homemade cakes and pies.

SEA-LAND TRADER (Sea-Land Service), November 2—Chairman **Loren Watson**, Secretary **Kevin Dougherty**, Educational Director **Coy Herrington**, Deck Delegate **Brian Bassett**, Engine Delegate **Dan Fowers**, Steward Delegate **Mila Clark**. Chairman reported ship scheduled for dry dock in South Korea. He advised crew call-backs will take place around Christmas and reminded them to stay in touch with union and company for information on when to report back to vessel. Educational director urged members to upgrade at Piney Point. Treasurer announced \$300 in ship's fund and noted new shelves for videos were purchased. No beefs or disputed OT reported. Bosun reminded crew to take all valuables out of cabins when vessel goes into drydock because rooms will not be secured in shipyard. Crew members commended SA Clark for her hard work. Next port: Tacoma, Wash.

SEA-LAND VOYAGER (Sea-Land Service), November 12—Chairman **Stephen Garay**, Secretary **Emanuel Douroudous**, Educational Delegate **Larry Cline**. Chairman noted crew dryer has been repaired and laundry floor will be taken care of soon. He thanked DEU for keeping area clean. Bosun informed crew new issues of *Seafarers LOG* received in Guam and reported a letter was received from SIU headquarters concerning questions raised during last union meeting. Educational director discussed recent *Journal of Commerce* article concerning maritime industry. No beefs or disputed OT reported. Crew asked contracts department to look into expediting vacation pay process. Crew thanked steward department for job well done. Crew also saluted the two unlicensed apprentices on board.

CAPE MOHICAN (OMI), December 8—Chairman **Bill Lough**, Secretary **Alphonso Davis**, Educational Director **Hal Puckett**, Deck Delegate **Roy Mitchell**, Engine Delegate **Ted Hawkins**. Chairman discussed ROS status of vessel and reminded crew members to work together to get jobs done and keep vessel clean. Educational director encouraged members to upgrade at Lundeberg School. Crew members discussed issues and concerns related to maritime industry. Bosun noted new issues of *Seafarers LOG* on board and advised crew on the importance of attending regular union meetings. Crew asked contracts department to clarify sick days and vacation days.

LEADER (Kirby Tankships), December 13—Chairman **Patrick Rankin**, Secretary **Eva Myers**, Educational Delegate **Richard**

Gracey, Deck Delegate **James Bishop**, Engine Delegate **James Beatty**, Steward Delegate **Fausto Aranda Valerio**. Chairman reported payoff in port of Lake Charles, La. and noted ship will remain at anchor for a few days before beginning new charter. Educational director advised members to apply for training record book (TRB) and upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Crew extended vote of thanks to

machine does not produce ice when ship rolls. Chairman urged members to read *Seafarers LOG* as soon as new issues arrive. He reminded crew to pay special attention to SIU President Michael Sacco's report. Bosun added that a lot of new and important information is contained in each *LOG*. He advised crew members to keep crew lounge clean at all times. Secretary encouraged members to upgrade at Lundeberg School.

Captain, Crew Praise Consumer Galley Gang



In a recent letter to the *Seafarers LOG*, the captain and crew of the *Sea-Land Consumer* praised the hard work and dedication of their galley gang. The letter, signed by the entire crew, stated, "Thanks to special efforts by steward department members, the *Consumer* crew enjoyed a great Christmas feast and celebration at sea." Pictured above, from left, are SA Angel O'Neill, SA Luis Lopez, Chief Cook John Foster (seated) and Chief Steward Richard Seligman.

DEU for keeping vessel clean and to galley gang for excellent baked goods.

LIBERTY STAR (Liberty Maritime), December 8—Chairman **Rick Burgess**, Secretary **Harry Lively**, Educational Director **M. Powell**, Deck Delegate **B. Pinion**, Engine Delegate **A.S. Mugalli**, Steward Delegate **Mohammad Shibly**. Chairman announced ship due to arrive in port of New Orleans on December 10 with payoff scheduled at that time. He reported ship will lay up for a short while and reminded crew to turn in room keys and safety equipment at payoff. Bosun thanked deck department for excellent work and advised members to contribute to SPAD. Crew requested clarification of overtime for steward department members. Educational director urged members to take advantage of educational facility available to them in Piney Point, Md. Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates. Crew thanked galley gang for wide variety of food and special meals for individual crew members. Bosun noted, "This has been a good voyage and everyone has been a joy to sail with. Merry Christmas to all and a very happy New Year. See you next year!"

MAERSK TENNESSEE (Maersk Lines), December 26—Chairman **Robert Johnson**, Secretary **Dwight Wuerth**, Educational Director **Joseph Cirafisi**, Steward Delegate **Glenn Bertrand**. Crew requested new ice machine to keep up with demand for ice during each meal. Crew also noted

Educational director also stressed importance of upgrading and reported new Seafarers Money Purchase Pension Plan (SMPPP) booklets have been mailed to members' homes. Treasurer announced \$486 in ship's fund. No beefs or disputed OT reported. Crew noted everyone needs to have a 1KV converter in their staterooms in order to use USA appliances. Next ports: Houston; Port Everglades, Fla.; Charleston, S.C.

OVERSEAS NEW YORK (Maritime Overseas), December 4—Chairman **Carlos Loureiro**, Secretary **Soriano Grande**, Educational Director **Dimarko Shoulders**, Engine Delegate **Conrado Martinez**, Steward Delegate **Joseph F. Laureta**. Bosun reminded crew members to sign on and off vessel. He announced payoff in Honolulu and discussed ISO/ISM safety management tips. Chairman thanked deck department and unlicensed apprentice for outstanding job in pump room. Secretary reported steam table, steamer and cabinet need repairs. Educational director advised crew to upgrade at Lundeberg School and apply for STCW identification certificates and training record books (TRBs). No beefs or disputed OT reported. Bosun encouraged members to read *Seafarers LOG* to keep up with latest news in maritime industry. Crew discussed Chevron shipyard policies and alcohol observation procedures. Crew thanked Steward/Baker Grande, Chief Cook Laureta and entire galley gang for "good and exotic meals."

Maritime Briefs

President Declares 1998 Year of the Ocean

To encourage a worldwide partnership to protect the oceans' resources, President Bill Clinton declared 1998 the "Year of the Ocean."

The presidential proclamation, published in the January 30 *Federal Register*, states, "We must strive together—at local, national and international levels—to preserve the oceans' health, to protect the marine environment, and to ensure the sustainable management of the myriad resources the ocean contains."

The proclamation is part of a worldwide effort led by the United Nations which also has declared 1998 as the "International Year of the Ocean."

In 1998, governments and organizations are expected to offer activities designed to raise public awareness of the vital role the ocean plays in human life and the role humans play in the life of the ocean.

Piracy Continues To Torment High Seas

A recent report from the International Marine Bureau (IMB) shows piracy continues to be a problem on the high seas around the world.

The latest figures released by the IMB reflected a total of 229 reported pirate attacks during 1997. (This is an increase of one over the number of incidents reported during 1996.) The statistics compiled by the IMB include actions taking place both under way and in port.

An IMB official noted piracy not only jeopardizes the crew members of the ships involved but also others who may get in their way.

"Pirates endanger navigation by leaving vessels, including fully laden tankers, under way and not in command, dramatically increasing the risk of collision or grounding," an IMB spokesperson noted in releasing the annual report.

During the attacks which took place last year, a total of 51 mariners were killed while another 30 were injured. In nearly two of every five attacks, the pirates were armed with either guns or knives.

Even though the number of incidents remained almost identical from 1996 to 1997, the number of seafarers taken hostage during attacks more than doubled. The IMB counted more than 400 crew members were held against their will in 1997. The 1996 figure showed 194 held hostage.

More than 160 ships actually were boarded by pirates last year while another 26 vessels sustained some type of weapons fire. Additionally, 14 ships were hijacked.

The highest risk area was the Indonesia region. Pirate attacks there numbered 47, down 10 from 1996.

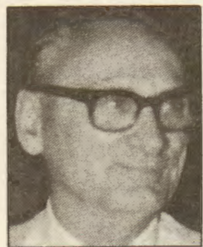
Other areas in Southeast Asia reporting piracy included Thailand and Sri Lanka, where 33 crew members and shore workers were killed by Tamil rebels.

Also of importance was a vast reduction in incidents around the Philippines. While 38 piracy attacks were listed in 1996, only 15 took place last year.

The IMB noted the greatest increase in the use of weapons was in Brazil. The report cited a need for increased coast guard activity in the South American nation's waters.

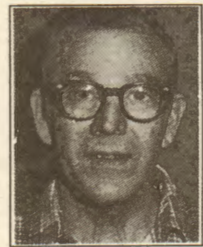
Final Departures

Continued from page 18



with the SIU in 1955 in the port of Elberta, Mich. The Michigan native sailed in the engine department. He was a veteran of World War II, having served in the U.S. Army from 1941 to 1945. Brother Sandborg was a resident of Frankfort, Mich. and began receiving his pension in July 1981.

ROBERT H. TWITE



Pensioner Robert H. Twite, 65, died January 9. He began sailing with the Seafarers in 1956 from the port of Alpena, Mich. The Michigan

native sailed in the deck department. Prior to his retirement in March 1995, he worked aboard the *J.A.W. Inglehart*, an Inland Lakes Management vessel. Brother Twite was a resident of Alpena.

DEWIGHT R. WHITMORE

Dewight R. Whitmore, 39, passed away October 23, 1997 as a result of an auto accident. A native of Georgia, he sailed with the Seafarers from 1977 to 1988 in the deck department. Brother Whitmore was a resident of Chickamauga, Ga.

ATLANTIC FISHERMEN

FRANK CONSIGLIO

Pensioner Frank Consiglio, 90, passed away November 22, 1997. Brother Consiglio joined the Atlantic Fishermen's Union before it merged with the AGLIWD in 1981. Born in Sicily, he sailed as a fishing captain and began receiving his pension in April 1973. Brother Consiglio was a resident of Gloucester, Mass.

NOW IS THE TIME TO UPGRADE AT THE LUNDEBERG SCHOOL.

See page 23 for a listing of courses available through June.

ATTENTION ALL SEAFARERS

Check Your Z-Card; Your Job May Be at Stake

Merchant Mariner's Document Must Be Renewed

According to a law that took effect in 1995, the U.S. Coast Guard requires all merchant mariners to renew their merchant mariner's documents (z-cards) in order to continue sailing. All mariners MUST possess a renewed z-card in order to sail aboard U.S.-flag vessels by the end of 1999. That means that as of January 1, 2000, all active z-cards must have been issued no earlier than January 1, 1995.

You may renew your z-card beginning one year before its expiration date. No merchant mariner is allowed to ship with an expired document. (Mariners may renew their z-cards up to one year after the expiration date. However, mariners lose their endorsements if they renew beyond that one-year extension.)

The expiration date is five years to the day after the card was issued. Z-cards list the expiration date in two different locations: (1) near the mariner's photo on the front

and (2) near the mariner's fingerprint on the back. For those z-cards without an expiration date, the date of issuance is located on the back of the doc-

ument beside the fingerprint. If you have any questions concerning the status of your z-card, contact your port agent or patrolman.

Renewal Date	1998	1999	2000	2001	2002
Date of Issuance	1993	1994	1995	1996	1997
	1988	1989			
	1983	1984	(*See Below)		
	1978	1979			
	1973	1974			
	1968	1969			
	1963	1964			
	1958	1959			
	1953	1954			
	1948	1949			
	1943	1944			
	1938	1939			

Per the U.S. Coast Guard and the *Federal Register* of September 27, 1994, z-cards with an issuance date ending in the years 0 and 5 should have been renewed in 1995; Those cards expiring in the years 1 and 6 should have been renewed in 1996; Those expiring in the years 2 and 7 should have been renewed in 1997.

*All z-cards have to be renewed every 5 years to remain active.

DO BUY

Union-, U.S.-Made Cars, Vans, Pickups

Listed here are 1998-model cars, light trucks and vans that are assembled in the United States by employees working under United Auto Workers (UAW) contracts. Models that are assembled only in the U.S. are listed separately from models that are assembled both in the U.S. and another country. Makes and models not listed are imported or are assembled in the U.S. by nonunion workers. The list is adapted from information compiled by the UAW.

- | | | | | |
|--|---|--|---|--|
| <p>Cars UNION-MADE IN THE U.S.</p> <p>Buick
LeSabre
Park Avenue
Riviera
Skylark</p> <p>Cadillac
DeVille
Eldorado
Seville</p> <p>Chevrolet
Corvette
Geo Prizm
Malibu</p> <p>Chrysler
Cirrus
Sebring Coupe</p> <p>Dodge
Avenger
Stratus
Viper</p> <p>Eagle
Talon</p> <p>Ford
Mustang
Probe*
Taurus
Thunderbird*</p> <p>Lincoln
Continental
Mark VIII
Town Car</p> <p>Mazda
626
MX6*</p> <p>Mercury
Cougar#
Sable</p> <p>Mitsubishi
Eclipse</p> | <p>Oldsmobile
Achieva
Aurora
Cutlass
Cutlass Supreme
Intrigue
Olds 88</p> <p>Plymouth
Breeze
Prowler</p> <p>Pontiac
Bonneville
Grand Am
Grand Prix</p> <p>Saturn
Saturn
EV1</p> <p>Cars UNION-MADE IN THE U.S. & IMPORTED</p> <p>Chevrolet
Cavalier (also Mexico)</p> <p>Dodge
Neon (also Mexico)</p> <p>Ford
Contour
(also Mexico)
Escort
(also Mexico)</p> <p>Mercury
Mystique
(also Mexico)
Tracer (also Mexico)</p> <p>Mitsubishi
Galant (also Japan)</p> <p>Plymouth
Neon (also Mexico)</p> <p>Pontiac
Sunfire (also Mexico)</p> <p>Toyota
Corolla (also Canada [nonunion], & Mexico)</p> | <p>Light Trucks & Vans UNION-MADE IN THE U.S.</p> <p>AM General
Hummer</p> <p>Chevrolet
Astro
Blazer
Express
S-10 pickup
Venture</p> <p>Dodge
Dakota
Durango</p> <p>Ford
Aerostar
Econoline/Club Wagon
Expedition
Explorer
Ranger</p> <p>GMC
Jimmy
Safari
Savana
Sonoma pickup</p> | <p>Isuzu
Hombre pickup+</p> <p>Jeep
Cherokee
Grand Cherokee
Wrangler</p> <p>Lincoln
Navigator</p> <p>Mazda
B-Series pickup@</p> <p>Mercury
Mountaineer
Villager</p> <p>Nissan
Quest@</p> <p>Oldsmobile
Bravada
Silhouette</p> <p>Pontiac
Trans Sport</p> <p>Toyota
Tacoma pickup</p> | <p>Light Trucks & Vans UNION-MADE IN THE U.S. & IMPORTED</p> <p>Chevrolet
C/K pickup (also Canada, union)
Suburban (also Mexico)
Tahoe (also Mexico)</p> <p>Chrysler
Town & Country (also Canada, union)
Ram pickup (also Mexico)</p> <p>Dodge
Caravan/Grand Caravan (also Canada, union)
Ram pickup (also Mexico)</p> <p>Ford
F-Series pickup (also Canada [union], & Mexico)
Suburban (also Mexico)
Yukon (also Mexico)</p> <p>Plymouth
Voyager/Grand Voyager (also Canada, union)</p> |
|--|---|--|---|--|

* Production of this model has ended, but some may be available at dealers.
Production of a new model Cougar is to begin early in 1998.
+ Made by GM
@ Made by Ford.

To Be Certain, Check Labels!

There are two labels to check on a new car, light truck or van to be certain where it was assembled.

Simplest and quickest is the "Parts Content Information" sheet required by law to be displayed on each new vehicle sold in the United States.

That label lists, among other things, the location of the "final assembly point" of each vehicle on which it is displayed.

The second label to check is the Vehicle Identification Number

(VIN). If the first character of the 17-character VIN is a 1 or a 4, the vehicle was assembled in the United States.

The VIN is stamped into a small metal plate attached to each vehicle's dashboard on the driver's side, most often near where the dashboard and the windshield meet.

Here is what some of the other VIN first characters mean: 2, Canada; 3, Mexico; 9, Brazil; J, Japan; K, Korea; S, England; W, Germany; Y, Sweden; Z, Italy.

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.)

Ten Years with SIU Were Happy, Rewarding

I dropped out of college to enter the union in 1975. I graduated from class 189 at Piney Point

in the winter of 1976 and shipped out as an OS on an old Waterman vessel. After that, I shipped as a messman and one time in the engine department as a wiper. From then on, I sailed in the deck department as an OS and AB. In 1983, I returned to the Lundeberg School and got my third mate's license. My favorite ships were the old boom-type freighters because they gave us lots of port time and allowed me to see a bit of the world.

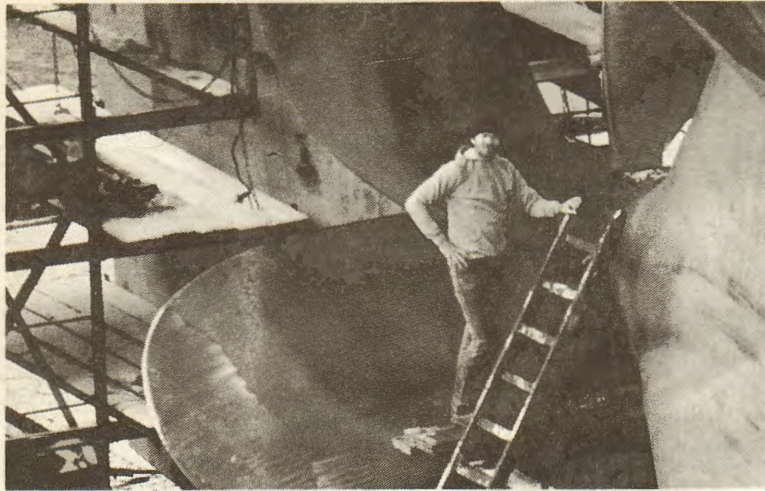
I would like to add that the 10

years I spent sailing with the SIU were some of the happiest and most rewarding years of my life. Going to sea was a great confidence builder for me, and meeting and working with men and women from all walks of life gave me the understanding and people skills that I find useful in my career today.

I have made my living as a realtor with Long & Foster in the suburbs of Washington, D.C. since leaving the union in 1985. I also have gone back to college at the University of Maryland to complete my degree with honors in history.

I would like to pass on my best wishes to all the brothers and sisters whom I had the pleasure of knowing while sailing with the union.

Ross Sutton
Silver Spring, Md.



Ross Sutton checks the propeller of the *Sea-Land Pacer* while the vessel was in drydock in Bremerhaven, Germany. Sutton remembers the 1985 voyage home, across the Atlantic, as being in the worst winter storm he ever experienced. That was also his last trip as a Seafarer.



In 1979, Sutton was aboard the *Mohawk* when it sailed with a load of grain to Alexandria, Egypt. Kneeling in front of the Sphinx are Sutton (right), his brother (left) and AB Burlin Pinion (who was, according to Sutton, "without a doubt the finest sailor I ever met.") The *Mohawk*, a C-4, was on its last voyage before going to the boneyard.

Know Your Rights

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

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

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

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

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

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

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

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

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

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

EQUAL RIGHTS. All members

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

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

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

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

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

LOG-A-RHYTHM

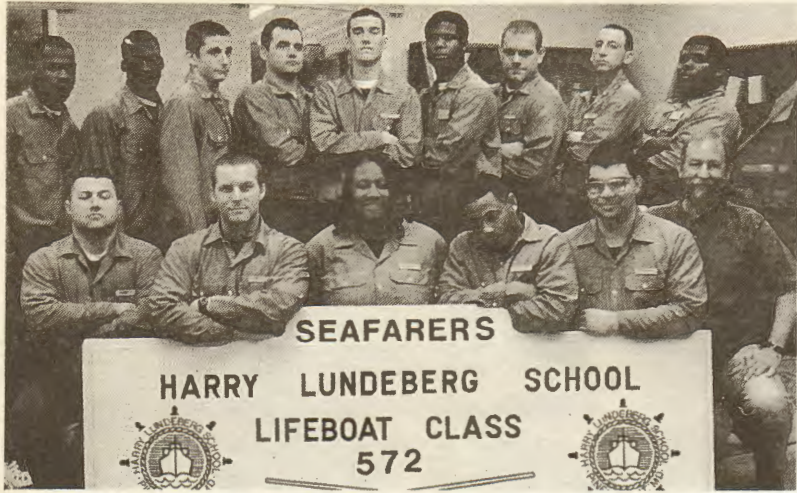
The Visitor

by Harry T. Scholer

A dark April night
on the Gulf of Mexico
In the sky off to starboard
was a bright light aglow
We were steering a course
past a Florida reef
When this outer space visitor
first appeared to the chief
The men gathered quickly
lined up at the rail
It was a comet alright
with a long icy tail
Hale-Bopp we were told
to give them their due
What a wondrous sight
for myself and the crew
Night after night
as we watched in awe
It streaked 'cross the sky
then was gone evermore
A sailor is witness
to some sights while at sea
But this comet is one
that is special to me
For when I was home
with my family at night
I saw it again
what a wondrous sight

(Harry T. Scholer of Orlando, Fla. sails as a second mate/barge captain for Maritrans on the tug *Independence*. This poem is dedicated to all his seafaring brothers and sisters.)

Lundeberg School Graduating Classes



Trainee Lifeboat Class 572—Graduating from trainee lifeboat class 572 are (from left, kneeling) Philip Mannino, Thomas Tobin, Latoniay Jackson, Wilbur Williams, Michael McCasland Jr., Ben Cusic (instructor), (second row) Donald Williams Jr., Wincell Hightower Jr., Matthew Laughter, Joshua King, Robert Kennedy, Roderick Frazier, James Porchmont, Christopher Jones and Courtney Price.



Tanker Familiarization—Upgrading graduates of the January 14 tanker familiarization class are (from left, kneeling) Timothy Flynn, Jason Strickler, Richard Jefferson, Heather Tripp, Garth Beattie, Terrance Maxwell, David Arczynski, (second row) Yakov Shubov, Nicole Farrell, Celina Ortega, Curtis Richardson, David DeHart, Joel Patzer, Deronja Clark, (third row) Stephen Stukes, Annie Nodd, Kyotaro Lopez, Carlos Lewis, Jay Manzi, Greg Guay, (fourth row) Mark Jones (instructor), Timothy Kemper, Jon Ledford, Earnest Dillard, Paul Phaneuf, Jeffrey Pope and Jon Folston.



Upgraders Lifeboat—SIU members completing the upgraders lifeboat course on February 4 are (from left, front row, sitting) Alton Glapion Jr., Jonathan Driggers, David Puher, (second row) Ronald Johnson, Brian Talley, Ernest Guy, Gene Butson, Jason Monroe, Michael Seyler, Tom Gilliland (instructor), (third row) Marvin Spears, Wesley Daggett, James Orlanda and Woodrow Brown.



Upgraders Lifeboat—Also marking their graduation from the upgraders lifeboat class on February 4 are Antonio Francalancia (left) and Vanessa Fickel with their instructor, Ben Cusic.



Radar—Instructor Casey Taylor (left) congratulates students in the radar class ending January 16. From the left next to Taylor are Jeffrey Russo, Stanley Williams and Wendell Kidd.



Advanced Firefighting—Earning their advanced firefighting endorsements on February 5 are (from left, kneeling) John Kelly, Brandy Sheffs, Cara Stinson, Mark Stewart, Lawrence Kunc, James Walker, Kenneth Steiner, Richard Paturel, (second row) Anthony Hammett (instructor), Arthur Sheffs, Anthony Jacobson, Alan Less, Jeremie Riehm, Chad Cunningham, Patrick McCarthy, Jill Prescott, John Alamar, (second row), Frank Messick, John Thompson, Steven Hoskins, Charles Lore Jr., Troy Fleming, Charles Clausen, Thomas Flynn and Wendell Kidd.



Tanker Assistant—Receiving their endorsements from the tanker assistant course on February 20 are SIU members (from left, sitting) Lawrence Banks, Jorney August, Jorge Mora, Tyron Dortch, Jim Shaffer (instructor), (second row) John Penrose, Daniel Fowers, Jaime Velasquez, Joseph Colangelo, Lauro Mangahas, Fernando Guity, Robert Johnson, (third row) Chris Amigable, Sirio Centino, Eddie Ebanks, Robert Seaman, James Kelly and Paul Sullivan.



Lifeboat—Jerry Bell (left) is congratulated by his instructor, Ben Cusic, upon completion of the lifeboat class on January 6.



Chief Steward—Romeo Lupinacci, corp. executive chef, is flanked by two students who completed the chief steward course: Terrance Stowall (left) and McKinley Jones.

LUNDEBERG SCHOOL 1998 UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	April 6	May 15
	June 1	July 10
Celestial Navigation	May 4	June 12
Limited License	May 4	June 26

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	May 4	June 12
Marine Electrical Maintenance I	June 1	July 10
Crane Maintenance Electrician (Sea-Land)	May 18	May 29
Power Plant Maintenance	June 8	July 17
Hydraulics	June 15	July 10

Steward Upgrading Courses

Course	Start Dates Only
Certified Chief Cook/Chief Steward/Galley Operations	April 6, April 20, May 4, May 18, June 1, June 15, June 29

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/ Assistant (DL)	April 27	May 16
	May 25	June 13
	June 22	July 11
LNG Familiarization	April 20	April 24
Basic Firefighting	April 20	April 25
	May 4	May 9
	May 18	May 23
	June 1	June 6
	June 15	June 20
Advanced Firefighting	April 6	April 18
	April 20	May 5
	May 18	May 30
	June 22	July 3
Government Vessels	April 20	May 8
	May 18	June 5
	June 15	July 2
Tankerman (PIC) Barge	May 11	May 15
Water Survival	April 20	May 2
	May 18	May 30

Recertification Programs

Course	Start Date	Date of Completion
LNG Recertification	May 4	May 8
	June 1	June 5
Steward Recertification	June 29	August 3

Academic Department Courses

Course	Start Date	Date of Completion
High School Equivalency Program (GED)	June 22	September 12
English as a Second Language (ESL) or Adult Basic Education (ABE)	June 15	July 24
General Education Courses	June 29	August 7
Introduction to Computers	Self-study	

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

3/98



SIU Scholarship Program

One month remains until the April 15 deadline for scholarship applications. See page 14 to read about previous scholarship winners and how Seafarers and their dependents can attain their educational goals.

Aptly Named Global Link Handles Worldwide Work

Seafarers Aboard Cable Ship Emphasize Need for Political Activity

A recent visit to the cable ship *Global Link* found Seafarers readying the vessel for relocation to a new home port.

Formerly based in Baltimore, the vessel was scheduled to sail to St. Croix late last month.

No matter where the ship is based, however, it will continue its cable-laying and repair jobs all over the world.

"Very often, the jobs take a long time," noted Recertified Steward **Brandon Maeda**. "We did a six-month cable lay in

1996, then followed up with a repair off Montserrat where a volcano was erupting. More recently, we've done projects between India and Malaysia, plus a repair off of Africa."

An 18-year member of the SIU, Maeda added that *Global Link* crew members are quite mindful of the need for Seafarers to remain active in grassroots political activity. He took the recertification course two years ago while proponents of the U.S.-flag fleet, including

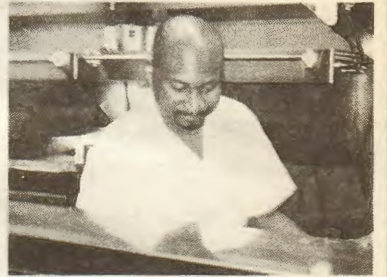
the SIU, were working for passage of the Maritime Security Act.

"It was a big relief when the program became law, and I congratulate [SIU President Michael Sacco] for his role in its passage," Maeda stated. "It was a great victory for Mike and the entire industry."

"Politics does rule our world, which is why SIU members should support SPAD and get involved in campaigns like the

one for the Maritime Security Program."

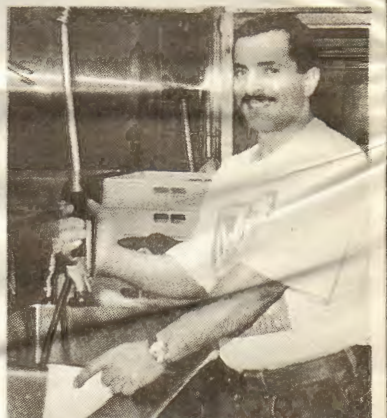
Meanwhile, crew members said the transition of the five SIU-contracted cable ships to Tyco International has gone smoothly. Tyco bought the *Global Link* and its sister ships—the *Charles L. Brown*, *Global Mariner*, *Global Sentinel* and *Long Lines*—from AT&T in 1997. The vessels remain under SIU contract, with an agreement that lasts until 2001.



Cook/Baker Willie Crear busily serves lunch.



Safe food-handling is a priority for SA Ray Magnuson



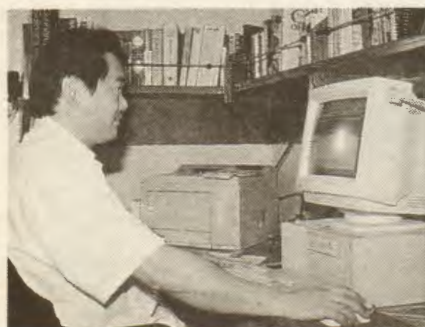
SA Tofiq Kennedy keeps the galley shining.



Deck department members helping prepare the *Global Link* for its move to a new home port include (from left) Bosun's Mate Bernardo Cruz, AB Robert Bakeman, AB Michael Warren, OS Jose Calix, and ABs Terrence Carmody, Lyle Davis and Sal Gilardi.



ABs Sal Gilardi (left) and Robert Bakeman bring stores aboard the cable ship in Baltimore.



Political activity is an indispensable part of being a Seafarer, states Recertified Steward Brandon Maeda.



Purchased last year by Tyco, the *Global Link* does cable-laying and repair work all over the world.



Focusing on his work is Chief Cook Anthony Bach.



Wiper Ruben DeJesus, a 30-year member of the SIU who has 20 years' sea time, says he will retire this summer.



Bosun Brian Isenstadt demonstrates safety on the job.



Scrubbing the galley is SA Jarrell Wadsworth.