

The

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# Seafarers Log

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



## SIU Members Begin Receiving Training Record Books \_\_\_\_\_ Pages 3, 8

The SIU and the Paul Hall Center last month began issuing their U.S. Coast Guard-accepted training record book (TRB) to Seafarers. Designed to help SIU members comply with existing and impending international regulations, the TRB jointly was developed by the union and the Hall Center. Pictured at left, AB Carl Sands inspects his personalized TRB after receiving it from SIU President Michael Sacco during a special meeting in Port Elizabeth, N.J. aboard the *Sea-Land Atlantic* on May 15.

### Committee Announces SIU Scholarship Winners

**2 Seafarers, 4 Dependents Get Grants Sponsored by Seafarers Welfare Plan**

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Gerald R. Shirley



James Sieger



Harold D. Balatbat



Megan J. Campbell



Reina O. Magpale

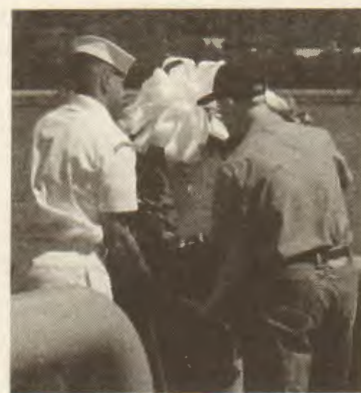


Maurine Nichols

### Senator Trent Lott: 'I Support Jones Act'

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### Seafarers Observe Maritime Memorial Day



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## Union Opens Hall in Anchorage \_\_\_\_\_ Pages 3, 7

## President's Report

### One of the Best

At the end of this month, we will say 'Bon Voyage' to a true friend of all Seafarers as well as the whole U.S.-flag maritime industry.



Michael Sacco

Maritime Administrator Albert Herberger has announced he will retire effective the last day of June.

I say 'Bon Voyage' rather than 'Goodbye' because long after he leaves his office in the Department of Transportation building, he will still be with us for many, many years.

Al Herberger ensured his legacy last year when the Congress passed and President Clinton signed the Maritime Security Act of 1996. While this was the culmination of five years of work on Capitol Hill since the idea was first introduced by the Bush administration, it represented so much more for Herberger, who had propelled the crucial issue of sealift before the Defense Department and Congress while he was still in the Navy.

In fact, Herberger called upon all of his life experiences as the head of the Maritime Administration to help the U.S.-flag merchant fleet.

He started his sailing career as a merchant ship officer after graduating from the U.S. Merchant Marine Academy in Kings Point, N.Y.

Then he began a 32-year career in the U.S. Navy. He worked himself up from a junior officer to a vice admiral by the time he retired in 1990. He not only served aboard and commanded warships, he also spent more than half his Naval career gaining executive experience involving all aspects of managing manpower resources including recruiting, training, education, distribution and logistics.

I first met him near the end of his military career, while he was serving as the deputy commander-in-chief of the U.S. Transportation Command. This is the agency in the armed forces that deals with the people, private companies and military operations that deliver the goods to U.S. troops around the world. Herberger knew the value of having a strong U.S.-flag merchant fleet to support American military forces and urged his fellow officers to back the fleet.

Mere months after he retired from active duty, Iraq invaded Kuwait. America rediscovered its national security need for commercial shipping and merchant mariners.

Maritime revitalization became the cry in Washington, D.C. While the initial Bush efforts laid the groundwork, the Clinton administration—with Herberger at the helm—never gave up and safely got the bill through the Congress.

Just this alone would be a crowning accomplishment for most people, but he has done so much more.

During his four years as maritime administrator, Herberger has rejuvenated the American commercial shipbuilding industry. New U.S.-flag double-hulled tankers are being built in the United States. And foreign companies are coming to U.S. yards to get their vessels built.

He has worked hard to ensure intermodal transportation systems are available to the military in times of need through the Voluntary Intermodal Sealift Agreement. Finally, he made sure maritime transportation will play a vital role in the Intermodal Surface Transportation Efficiency Act, which will allow the smooth transfer of cargo from one mode of transportation (air, rail, highway and sea) to another within the United States.

He has been one of the greatest maritime administrators in the history of our country. In all my dealings with him, I have found him fair, even-handed and always placing the interest of the nation before that of any individual.

There is one other thing that has impressed me over the years—his genuine interest in the industry and its people. I have seen him at many events in many settings. Al Herberger is equally effective and comfortable in the office of a senator persuading him to support needed maritime legislation, listening to an old-timer at a wreath laying ceremony or swapping sea stories with a Seafarer on the deck of a containership.

So, as Admiral Herberger casts off on his next journey in life, all of us in the SIU salute his more than 40 years of dedication and service to the country and the U.S.-flag maritime industry. We wish him calm seas and a gentle wind to his back.

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## Navy Secretary Calls Sealift 'Critical' For Military to Meet Security Needs

### Dalton Pushes for Merchant Fleet During Paul Hall Lecture

The head of the U.S. Department of the Navy called sealift "the unifying element" in the relationship among U.S. Naval operations, shipbuilding and commerce during his presentation of the Paul Hall Memorial Lecture on May 7 in Washington, D.C.

Secretary of the Navy John H. Dalton told an audience composed of representatives from U.S.-flag shipping companies, maritime labor, elected officials and military officers that "sealift is critical to the security of the United States."

"More to the point, sealift is absolutely critical to the sustainability of military operations," Dalton, 55, stated.

#### Annapolis Graduate

The New Orleans native spoke from his background as a Naval officer who graduated from the U.S. Naval Academy in Annapolis, Md. in 1964 and his years in private sector businesses before being appointed secretary in 1993 by President Clinton.

As the head of the Navy Department, Dalton is responsible for the formulation and implementation of policies and programs that are consistent with the national security policies and objectives established by the president and Secretary of Defense.

In introducing Dalton, Herbert Brand, who serves as the chairman of the Paul Hall Memorial Committee, called the secretary "a true blue sailor who has a wide variety of experience in the world of finance and national security."

Brand added that the lecturer "has a keen appreciation for the importance of commercial and Naval seapower to the security of the United States."

#### Vital Since Country's Birth

In his address, entitled "Building a Maritime Team," the Navy secretary pointed out how the U.S.-flag merchant fleet "was a vital element in our success in Desert Storm and in Somalia."

"In fact, carrying troops and equipment to the front lines—from the sea—has been the foundation of our military success since the Revolution.

And, sealift will be critical for operations in the future."

Dalton stated the recently passed Maritime Security Act will play a key role in ensuring U.S. military forces will have the right types of vessels now and in the future to defend the nation's interests around the world.

"With the overwhelming approval of the 104th Congress, President Clinton put us on course to protect American jobs and maintain a U.S. presence in international maritime trade, in both peacetime and wartime. Most importantly, the Maritime Security Act reaffirms America's resolve to maintain a strong U.S.-flag presence on the high seas."

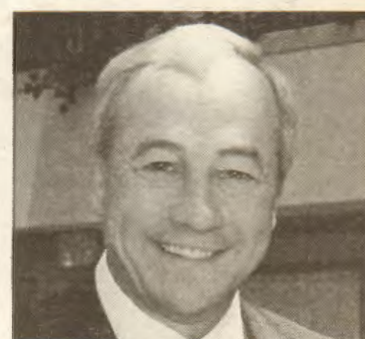
(The Maritime Security Act created a 10-year, \$1 billion program to help fund nearly 50 militarily useful U.S.-flag vessels. Those companies whose ships are included in the program agree to make their vessels and infrastructure available to the military in times of war or national emergency.)

#### Visited Prepositioning Ships

Dalton stated he obtained a better understanding of the jobs performed by American merchant mariners aboard Navy supply vessels when he recently visited the island of Diego Garcia in the Indian Ocean. The Navy has many fully loaded prepositioning vessels on stand-by, ready to sail at a moment's notice to provide ammunition, stores, vehicles and other materiel needed by American ground forces in times of rapid deployment. (SIU crewed prepositioning ships were among the first vessels to reach Saudi Arabia when U.S. Marines were ordered to the Persian Gulf country in 1990 after Iraq overtook Kuwait.)

"Upon arriving, I saw the lagoon literally filled with fully loaded, combat ready prepositioned ships. I walked away from the harbor with a full appreciation that seapower means strategic sealift."

"And, that point was driven home with my last stop of the visit. I toured one of those sealift ships and spoke with the professional seamen of the American



During the 1997 Paul Hall Memorial Lecture last month in Washington, D.C., Navy Secretary John Dalton declares the U.S.-flag merchant fleet as vital to America's national security. See pages 12-13 for the full text of his speech.

merchant marine. Those folks know their mission—and they are ready," he said.

#### Keep Sea Lanes Open

While these prepositioning ships are needed to support ground forces, Dalton added the Navy's warships ensure that merchant vessels are able to ply the world's sea lanes.

"America must ensure that we can move the military equipment whenever and wherever needed. But, we must also guarantee the free flow of commerce through the world's waterways."

"The continuous presence of maritime forces helps maintain fragile regional balances and assure economic stability by guaranteeing freedom of movement upon the world's oceans. In this increasingly interdependent world economy, the United States Navy keeps trade routes open simply by being there," Dalton said.

The Paul Hall Memorial Lecture has been delivered annually since 1987. It is funded by the Paul Hall Memorial Endowment at the University of Southern California. Dr. Robert Friedheim, the professor at the university's School of International Relations who oversees the endowment, told the audience the program was set up by the friends and associates of the late SIU president, who served as the union's principal officer from the 1947 until his death in 1980.

## Welfare Plan Awards Scholarships to Six

Scholastic ability, character, high school grades, college entrance exams, letters of recommendation and participation in extracurricular activities formed the bases on which a panel of educators selected the winners of this year's scholarships, a benefit provided by the Seafarers Welfare Plan to Seafarers and their dependent family members.

Two SIU members—Recertified Steward **Gerald R. Shirley** and QMED **James Sieger**—were the recipients of two-year, \$6,000 awards to attend a college or vocational school. Four graduating high school

seniors, all children of deep sea members, were selected for the four-year, \$15,000 scholarships. They are **Harold D. Balatbat**, son of **AB Luisito F. Balatbat**; **Megan J. Campbell**, daughter of **Crane Maintenance Engineer Henry C. Campbell**; **Reina O. Magpale**, daughter of **Chief Steward Reynaldo T. Magpale**; and **Maurine Nichols**, daughter of **AB John R. Nichols**.

In past years, a four-year, \$15,000 award also has been presented to an SIU member. This year, however, only a few applications were received for this scholarship and, unfortunately,

none of the applicants carried a high enough grade average to qualify. The Seafarers Welfare

*For biographical sketches of each scholarship winner, see page 9.*

Plan has reported that the money that would have been awarded will remain in the trust and collect additional interest for future monetary grants.

The selection committee, appointed by the Board of Trustees of the Seafarers Welfare Plan, was comprised of the following scholars and academicians: Father

**David Albert Boileau**, Loyola University; **Dr. Trevor Carpenter**, Charles County (Md.) Community College; **Dr. Michael Glaser**, St. Mary's College of Maryland; and **Dr. Keith Schlender**, the Medical College of Ohio.

Also on the scholarship selection committee were **Dr. Charles Lyons Jr.** of the American Association of Colleges and Universities; **Dr. Charles D. O'Connell Jr.** of the University of Chicago; **Dr. Gayle A. Olson** of the University of New Orleans; and **Dr. Henry Toutain** of Gustavus Adolphus College in Minnesota.

# Union Issues Training Record Books

## Document Helps Seafarers Comply With STCW, ISM; SIU Lauded for 'Leadership'

Amid favorable reaction by Seafarers, U.S. Coast Guard representatives and officials at SIU-contracted companies, the union and the Paul Hall Center for Maritime Training and Education last month began issuing their Coast Guard-accepted training record book (TRB) to SIU members.

A dozen Seafarers—aboard the *Sea-Land Expedition* and *Sea-Land Atlantic* in Elizabeth, N.J. and at the SIU hall in Brooklyn, N.Y.—were the first to receive the pocket-size document, designed to help members comply with existing and impending international regulations regarding the training and qualifications of mer-

chant mariners.

SIU President Michael Sacco and SIU Vice President Contracts Augie Tellez presented the TRBs to members aboard the two *Sea-Land* ships and at a special meeting at the Brooklyn hall. They provided an overview of the regulations that led to the development of the TRB; explained the book's contents (including a personal identification page) and the systems for securely updating and verifying all data in each member's TRB; and reviewed how the TRB will benefit SIU members.

"It's important that Seafarers apply for this book as soon as possible," stated Sacco. "This is a valuable document, but only if the



Seafarers aboard the *Sea-Land Expedition* listen as SIU President Michael Sacco explains the contents of the union's training record book during a shipboard meeting last month in Elizabeth, N.J.

membership uses it."

"Remember, nothing negative will be written in the TRB," noted Tellez. "This is simply a record of your training and your demonstration of job skills. This book can only help you."

"It's great that the union came up with this, and did it before everybody else," stated QMED Rick Dunston, who received his TRB at the hall on May 16. "Having this book, with all of my training documented, will be a big help."

"I think this also could mean more jobs for us in the future," continued Dunston, who graduated from the Paul Hall Center in 1991 and has upgraded there twice. "Once this training is mandatory, if the foreign-flag ships and shipping companies don't keep up, it's going to bring in more business for us."

Jointly developed by the SIU and the Paul Hall Center, the books are being issued through

the school to all deep sea, Great Lakes and inland Seafarers. They primarily were created to help standardize proof of documentation for port state control under both the International Safety Management Code (ISM) and the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW), including the 1995 amendments to that convention.

As reported in previous issues of the *Seafarers LOG*, at this time there is not a fixed date by which SIU members must carry a TRB in order to sign on a ship. However, the school hopes to equip every Seafarer with a TRB by the end of the year, and members are urged to apply for the books as soon as possible. (Seafarers may use the application on page 8.)

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

will sign a receipt indicating they have received the booklet.

### Positive Reaction

Earlier this year, the SIU became the first organization to receive Coast Guard acceptance for a TRB that shows U.S. mariners are complying with existing and upcoming regulations.

The book's development received positive reaction throughout the industry.

"I'm pleased to see the initiative the SIU has taken. This book is an excellent model for others to look at," noted Chris Young, a maritime transportation specialist at the Coast Guard and an expert on the STCW convention.

"This is a very positive and proactive step. I'm happy to see the SIU take a leadership role in promoting a standard record book," said Michael Bohlman, director of marine services for Sea-Land Service, Inc.

"The SIU should be congratulated, not only for being the first organization to produce a training record book for mariners, but also for the quality of the document," stated Mike DiPrisco, director of labor relations at Crowley

*Continued on page 8*

## SIU Opens Anchorage Hall; Starts Alaskan Youth Program

The SIU's newest hall officially opened on May 20 when President Michael Sacco and Executive Vice President John Fay toured the facility in Anchorage, then attended a shoreside reception to launch the union's newest initiative in Alaska.

"We are opening this hall in Anchorage to show how committed the SIU is to Alaska and its growing maritime industry," Sacco noted. "With this facility, we can help members and their families who live in this state with any questions they may have concerning their benefits."

"This hall will also help us in another way—recruiting young Alaskans who want to join the SIU and the U.S. merchant marine."

Sacco then explained that the SIU has been working with Alaska's congressional delegation, the governor's office and local officials to provide young Alaskan men and women with the opportunity to join the entry-level apprenticeship training program offered at the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md.

"With more work coming to Alaska through the movement of cargo and oil on U.S.-flag ships, we want to make sure more Alaskans have the opportunity to work on these vessels," the SIU president added.

"This apprenticeship training program is a joint partnership involving the SIU, the union's contracted companies and state and local governments. Thanks to funds made available by state and federal job training programs, young Alaskans will be able to travel to the union's training educational facility in Piney Point and join others from around the country in learning what it takes to become a merchant mariner."

Harold Holten, SIU port representative in Anchorage, noted he has received several inquiries since the training program was announced by Alaska's congressional delegation in March. He added the first Alaskan applicants may be enrolling



Touring the new SIU hall in Anchorage are (from left) Executive VP John Fay, President Michael Sacco and Port Representative Harold Holten.

in the Lundeberg School as early as this summer.

During the reception, held on the Totem Ocean Trailer Express (TOTE) dock where the *Sea-Land Anchorage* and TOTE's *Great Land* were tied up, representatives from the state and local governments as well as SIU contracted companies, the Alaska AFL-CIO and Seafarers from the ships were among the more than 150 people who welcomed the union to Anchorage.

Alaska Commissioner of Labor Tom Cashen, an IBEW member prior to working for the state, called the opening of the hall and the apprenticeship program "the type of private sector involvement needed" to create jobs.

Cashen added that "the Alaskan labor movement needs the SIU's involvement. We need to work together to make Alaska better... to preserve the Jones Act and all other laws that support working people."

The labor commissioner presented Sacco with a letter from Governor Tony Knowles (D-Alaska) thanking the union for opening the hall and offering new job opportunities to the residents of the state.

*Continued on page 7*

## Senator Trent Lott: 'I Support Jones Act'

Senate Majority Leader Trent Lott (R-Miss.) recently gave a strong and clear endorsement of the Jones Act, the nation's freight cabotage law, and promised Senatorial action to underscore that support.

Speaking April 30 at the Propeller Club of the United States' Salute to Congress dinner, Lott said, "I support the Jones Act, period. I believe the Jones Act will be reaffirmed again because it is the right policy for America."

A longtime backer of the U.S. merchant marine, Lott also noted that "the members of the Senate's Surface Transportation Committee, in a bipartisan manner, will advance a congressional resolution supporting the fundamental principles of the Jones Act."

Lott made his remarks one week after members of the House—from both political parties—introduced House Concurrent Resolution 65 (HCR 65), urging Congress to support the



Trent Lott

Jones Act.

HCR 65 notes that the Jones Act—which requires that cargo moved from one domestic port to another must be carried aboard U.S.-crewed, U.S.-built and U.S.-flag vessels—protects America's economic and military security and provides a significant source of employment and tax revenues.

Seafarers are urged to contact their elected representatives on Capitol Hill and ask them to support the Jones Act. Letters to senators should be addressed to: The Honorable (Name), United States Senate, Washington, DC 20510. Correspondence to House members should be sent to: The Honorable (Name), United States House of Representatives, Washington, DC 20515.

*See related article on page 5.*

# Crescent Tug Crews Honored At Safety Achievement Awards

*Heroism feels and never reasons  
and therefore is always right.*

-Ralph Waldo Emerson  
(1803-1882)

Training, education and experience are what allowed Captain **Al Schmitt** and the crew aboard the *Ned Ferry* to battle a raging galley fire and save the lives of three crewmembers aboard the tug *Prancer* on December 7, 1996.

"It was a grease fire that started in the galley (of the *Prancer*)," recalled Schmitt. "We pulled alongside the tug to ask the crew what had happened. Not only were their engines and generator still running, putting them in more danger, but they were trying to put the fire out with a garden hose. They had no clue as to the proper chemicals to use when extinguishing a grease fire. They did not even have the Coast Guard-required equipment on board for fighting fires, such as dry chemicals, fire extinguishers, or breathing apparatus,"

noted the captain, who joined the union in 1968.

## Special Recognition

The excellent firefighting skills and courage displayed late last year by the *Ned Ferry* Seafarers earned the crew special recognition at the annual U.S. Chamber of Shipping and National Safety Council Ship Safety Achievement Awards.

"They called us heroes," recalled Schmitt of the May 15 awards luncheon in New Orleans. "We just knew what we were doing, and we have our training and education to thank for that."

The Ship Safety Achievement Award is conferred on vessels representing all segments of the merchant marine. Vessels honored with the award have performed outstanding feats of heroism, a rescue at sea, or seamanship illustrative of the high safety standards of the U.S.-flag fleet.

The purpose of the commendation, cosponsored by the U.S. Chamber of Shipping (a maritime association which represents U.S.-based companies that own, operate or charter oceangoing tankers, containerships and other merchant vessels engaged in the domestic and international trades) and the National Safety Council Marine Division (a non-profit organization dedicated to protecting life and promoting health at sea and on the waterways) is to recognize and encourage accident reduction efforts within the maritime industry.

## Training Pays Off

According to Schmitt, Engineer **Paul Vonbondugen** distributed breathing apparatus from the *Ned Ferry* to the *Prancer's* three crewmembers and accompanied them into the engine room to shut down the engines and the generator.

Vonbondugen returned to the deck of the *Ned Ferry* where he opened the fire hose to extinguish the blaze.

"By this time the smoke was so bad that we figured the bulkhead was on fire so we blasted the entire boat," Schmitt recalled. "They were lucky that we came along when we did or they would have kept burning and the boat would have sunk. We saved that boat and crew."

"This is a classic example of what can happen without the proper training and education. This was a non-union boat and its crew was unskilled. They really had no idea what to do in an emergency. It was both amazing and inexcusable. They not only put themselves in danger but also the lives of everyone else who works on the water," said Schmitt, who has attended upgrading courses at the Lundberg School many times in his SIU career.

## Others Recognized

The crew of the *Ned Ferry* was only one of eight SIU-crewed Crescent Towing vessels honored by the maritime organizations for their acts of bravery.

Seafarers aboard the *Louisiana*, *Mississippi*, *Terence J. Smith*, *Port Hudson*, *Virginia* and the *Miriam Walmsley Cooper* were presented with a citation of merit for their "expeditious and valiant efforts, excellent training and seamanship" for their work when a Liberian-flag, Chinese-crewed bulk carrier lost power on the Mississippi River in downtown New Orleans. On December 14, 1996, the SIU-crewed tugs stabilized the runaway-flag *Bright Field* after the vessel crashed into a crowded shoreline shopping center.

The efforts of the Seafarers securing the *Bright Field* "prevented the collapse of additional buildings and provided authorities with the critical time required for the search and rescue operation."

SIU members aboard the *Texas* were also honored at the ceremony for their "prompt response and superior firefighting skills" on November 15, 1996 when they assisted local fire fighters in extinguishing a blazing dock at LaSalle's Landing along the Mississippi River. The *Texas* crew was praised for its efforts that prevented the pier and dock from "burning to the ground."

# Great Lakes Task Force Stresses Importance of Cabotage Laws

At the annual meeting of the Great Lakes Maritime Task Force on May 21, representatives of Congress, maritime labor, and the Great Lakes shipping industry discussed the importance of the nation's cabotage law, the Jones Act, in the Great Lakes region.

The Great Lakes Maritime Task Force was established in 1992 to promote a strong U.S.-flag merchant marine on the Great Lakes. Members of the group include representatives from labor unions (including the SIU) Great Lakes carriers, shipyards, dredging companies and more.

In his address to the group, George Ryan, president of the Lake Carriers' Association and vice president of the task force, noted the significance of the Jones Act, which mandates that all cargo moved between U.S. ports be carried aboard U.S.-crewed, U.S.-built and U.S.-flag vessels.

"The Jones Act is a guarantee that ship-

ping on domestic waters is conducted on ships built to the world's highest safety standards and crewed with mariners whose skills are certified by the U.S. Coast Guard," stated Ryan.

"The Jones Act has produced a U.S.-flag fleet on the Lakes that is the envy of our competitors. Advancing technology and shared goals between maritime management and labor mean even greater efficiencies in the years ahead as long as the Jones Act remains the foundation of U.S. maritime policy. Let's keep it. The Jones Act works for America," Ryan continued.

Rep. Jay Johnson (D-Wis.), who serves on the House Coast Guard and Maritime Transportation Subcommittee, voiced his backing of the freight cabotage law.

"I grew up around the Great Lakes and have always been a Jones Act supporter. We must do all that we can to protect the

shipping industry on the Great Lakes. The Jones Act is not only vital to the Great Lakes region but very important to the entire country," stated Johnson.

"The Great Lakes shipping industry will always be a strong force present in the Jones Act. We must continue to maintain and defend the law," added Rep. Steven LaTourette (R-Ohio).

In closing, Ryan commended Johnson, LaTourette and the other elected officials from the Great Lakes who had signed as cosponsors to House Concurrent Resolution 65 which calls for congressional support of the Jones Act.

"Since the earliest days of our nation, Congress has recognized the importance of a vibrant merchant marine by passing laws to promote a U.S.-flag fleet," said Ryan.

Other topics addressed by the task force include the modernization of the U.S.

Coast Guard ice breaker *Mackinaw*, the Great Lakes shipbuilding industry and the future of the St. Lawrence Seaway.



Rep. Jay Johnson (D-Wis.) informs members of the Great Lakes Maritime Task Force that he supports the Jones Act.



Stressing the importance of defending the nation's freight cabotage law is Rep. Steven LaTourette (R-Ohio).

# Cable Ships Remain Under SIU Contract

## Pact Lasts Until 2001

The five cable ships recently sold by AT&T to Tyco International will remain under SIU contract, the union announced.

Additionally, the new agreement between the SIU and Tyco is very similar to the most recent one that had been in effect between the union and the AT&T subsidiary, Transoceanic Cable Ship Company. For instance, wages and benefits will be at the same levels called for in the original contract. The pact with Tyco will expire in 2001.

"The fact that we were able to reach an agreement with Tyco so quickly reflects well on the job done by Seafarers aboard the cable ships," said SIU Vice President Contracts Augie Tellez. "It shows how the union protects the jobs and job security of the membership, and it also demonstrates Tyco's commitment to provide the best possible service to its customers."

Tellez noted that the primary change in the contract regards

"ensuring the availability of qualified manpower at a moment's notice in order to respond to any cable break or repair."

Tyco, a manufacturer of industrial and commercial products, recently bought AT&T's Submarine Systems Inc. (which includes the cable ships) for \$850 million. The company expressed great confidence in the demand for the cable-laying and repair work done by the five SIU-crewed vessels—the *Global Link*, *Global Mariner*, *Global Sentinel*, *Long Lines* and *Charles L. Brown*.

Specifically, Tyco noted that the rapid increase in international phone, fax and data traffic, including constant expansion of the internet, has caused the demand for undersea telecommunications circuits to exceed existing capacity.

Last year, Seafarers sailing aboard the five vessels overwhelmingly approved a five-year contract calling for increased wages and benefits, a new annuity savings plan and other improvements.

# Sea-Land Honors Retired SIU VP Red Campbell



ANGUS "RED" CAMPBELL  
IN RECOGNITION AND GRATEFUL APPRECIATION  
FOR YOUR YEARS OF UNSELFISH AND DEDICATED  
SERVICE TO THE SEAFARER AND MARITIME INDUSTRY  
SEA-LAND SERVICE, INC.  
FEBRUARY 1997

Officials from Sea-Land Service, Inc. recently surprised retired SIU official Angus "Red" Campbell by giving him the original ship's wheel from the *Fairland*, a vessel on which Brother Campbell first sailed in 1949. The informal presentation took place at SIU headquarters in Camp Springs, Md. and was attended by members of Campbell's family, former coworkers and SIU officials. Red sailed with the SIU as a bosun and AB from 1943 to 1960. He worked as a patrolman and port agent from 1960 to 1980, then served as the union's vice president of collective bargaining from 1980 through 1991, when he retired.

Pictured above (from left) are Roy Tolley, Sea-Land vice president of labor relations; Marie Campbell, Red's wife; Charles Raymond, Sea-Land senior vice president of operations and inland transportation; Dave Tolan, Sea-Land senior vice president of labor relations; and Brother Campbell. Photos below show Raymond presenting the wheel to Red and its inscription.

# Lundeberg School VP Stresses Need for Maritime Training

## Marrone Testifies Before House Subcommittee

The vice president of the Seafarers Harry Lundeberg School of Seamanship told a congressional subcommittee how the school stays ahead of continually changing international safety rules and regulations to make its students—SIU members—the best trained in the world.

In testimony before the House Coast Guard and Maritime Transportation Subcommittee on May 14, Nick Marrone said, "Being a competent seafarer aboard today's sophisticated oceangoing, lakes and inland vessels requires more than a strong back and a willingness to work."

Marrone informed Chairman Wayne Gilchrest (R-Md.) and the rest of the subcommittee that "the high technology of current and future vessels requires a well-trained, well-educated seafarer."

Gilchrest noted the purpose of the hearing on maritime safety was to make sure "that we have the highest quality of relevant information with which to evaluate the need to make statutory or regulatory changes affecting vessel safety."

To meet the chairman's request, Marrone stated marine safety and pollution prevention requires a strong commitment and motivation from crewmembers, the shipping industry and the government. He noted the Piney Point, Md. school works with the SIU's contracted companies to provide Seafarers with the very latest information and laws on safety and environmental standards.

He also said that modern mariners have to be "more technologically proficient. They must be trained to look at all the systems and the principles behind their operation."

"The Lundeberg School attempts to fill that vital role in teaching new technology to seafarers."

Marrone was one of several people, including representatives from the U.S. Coast Guard and

the U.S.-flag shipping industry, to testify during the three-hour hearing. Topics of discussion ranged from the December 1996 accident in New Orleans involving the *Bright Field*, which lost power and struck a shoreside shopping center, to the enactment of the International Convention on Standards of Training, Certification and Watchkeeping (STCW) for seafarers.

Marrone pointed out how the Lundeberg School and the SIU participated in the creation of the 1995 revision of the STCW to ensure strong safety standards at sea.

"As you know, the comprehensive revision of the STCW was undertaken to establish the highest practicable standards of competence to address the problem of human error as a major cause of maritime casualties. A Lundeberg School spokesman participated in this undertaking throughout the STCW revision process as a member of the U.S. delegation," said Marrone.

"As a result, the SIU and the Lundeberg School have embraced the competency-based training and demonstration of proficiency philosophy contained in the STCW and wish to advise you that many of the new STCW training requirements have been in place at the school for a number of years."

Marrone further noted that "with the state-of-the-art training facilities at the school, many SIU members have adopted the skills needed to meet the demands of the latest in marine technology. And, most emphatically, we believe that the revised STCW, which sets out global rules for seafarer standards worldwide, will enhance safety."

### Documentation of Training

In order to efficiently comply with STCW regulations that require proof of an individual mariner's training and qualifications, Marrone told the subcom-

mittee that the Paul Hall Center and the SIU recently began issuing training record books (TRBs) to all Seafarers.

"As important as training is to vessel safety, it is also imperative that the seafarer have documentation to prove that he has received training to meet all applicable laws and convention requirements and that he has the requisite training and qualifications to work on a particular ship at a particular time."

"In line with the requirements of the STCW, the SIU in conjunction with the Lundeberg School is the first organization to receive U.S. Coast Guard acceptance for a training record book that will show U.S. mariners are complying with existing and impending international regulations," he said.

Marrone pointed out that the TRBs produced by the Lundeberg School contain personal identification as well as a listing of all relevant training, drills and exercises completed by individual Seafarers during their entire maritime career.

"The book will allow for easy documentation of meeting the various requirements of the 1995 STCW amendments and the International Safety Management Code (ISM Code) as promulgated by the International Maritime Organization," he stated.

### Jones Act Factor

In its statement to the subcommittee, the Maritime Cabotage Task Force explained how the Jones Act (the 1920 law which requires cargo transported by water between two points in the United States be moved on U.S.-crewed, U.S.-built and U.S.-registered vessels) provides extraordinary safety and environmental benefits to the United States.

The Maritime Cabotage Task Force is a pro-Jones Act and Passenger Vessel Services Act coalition of more than 400 maritime and transportation-related organizations. The SIU is a mem-



Seafarers are the best trained mariners in the world, thanks to the education programs offered to them at the Harry Lundeberg School of Seamanship, Nick Marrone, vice president of the Piney Point, Md. facility, informed a congressional subcommittee last month. Marrone (left) was accompanied at the hearing by SIU Director of Legislative Affairs Terry Turner (second from left).

ber of the national group, which has local chapters in areas along the Atlantic, Pacific and Caribbean coastlines.

"U.S.-flag Jones Act vessels across the board are built, operated and crewed to the highest standards in the world. Substandard foreign vessels represent the greatest threat to America's domestic waters."

"Despite important improvements through the Coast Guard's Port State Control Initiative,

reports of foreign vessels with unsafe conditions, indifferent owners, negligent flag states, inexperienced crews and inhumane conditions persist with alarming regularity."

"The repeal of the Jones Act would dramatically increase the number of foreign vessels in U.S. waters, as well as the time spent here by them. The safety and environmental risks to America's waters would increase dramatically," said the task force.

## NY/NJ Dredging Plan Is 'Important First Step'

Federal officials and New Jersey representatives last month okayed a long-awaited, \$32 million dredging plan intended to boost ship traffic at the Port of New York and New Jersey.

The directive calls for the clearing of channels and container berths, with a substantial amount of the debris slated for dumping at a New Jersey site that will close September 1. According to news reports, permits for approximately 300,000 cubic yards of dredging were issued in early May, in accordance with the new program. More than one-third of that material will be taken to the New Jersey disposal site, six miles off the coast.

The deepening of the channels and berths has been hailed as necessary and overdue. Particularly in recent years, cargo has been diverted from the port—and jobs have been lost—largely because environmental groups have contested virtually every port modernization project. As a result, dredging reached a standstill, and the port's channels became too shallow to handle some ships (especially those built in recent years).

But proponents of the dredging plan also describe it as only a starting point.

"The plan marks an important first step, but much more needs to be done if the port is to maintain its competitive edge," said William F. Zenga, vice president of the AFL-CIO Maritime Trades Department, of which the SIU is an affiliate.

Zenga, who serves as business manager for Operating

Engineers Local 25 Marine Division, added that the plan unveiled last month by the Environmental Protection Agency (EPA) will affect a mere 5 percent of the more than 6 million cubic square feet of mud that must be dredged in order to help ensure the port's future viability.

The EPA program is one step in a series outlined last year by the Clinton administration designed to keep the Port of New York and New Jersey economically and environmentally sound well into the next century. That plan includes a long-term study by the U.S. Army Corps of Engineers regarding the feasibility of a new 50-foot deep port capable of handling the full range of world class ships.

It also mandates recommendations from the Department of Transportation as to how U.S. East Coast ports may become more competitive on the international level.

Additionally, the program spelled out the September 1 closure of the aforementioned New Jersey dump site, known as the Mud Dump, and elicited a commitment from the administration to speed up the permit process for dredging in the area.

The plan followed years of hard work by those in the maritime industries, including shipping, dredging and longshoremen's unions and companies; fishermen; environmental groups and the surrounding communities.

Port activity generates 200,000 jobs in the New York metropolitan region.

## Support Swells in House for Jones Act

### Bills Introduced in Senate Target Passenger Vessel Services Act

Support continues to grow in the House of Representatives for a bipartisan resolution to back the nation's freight cabotage law, while two bills have been introduced in the Senate to gut the country's passenger cabotage measure.

As the *Seafarers LOG* went to press, 135 elected officials from both parties and representing districts from across the country had added their names as cosponsors of House Concurrent Resolution 65 (HCR 65). Representatives Joseph Moakley (D-Mass.) and Gerald Solomon (R-N.Y.) presented the resolution to their fellow legislators on April 23.

Included among those stating their support for the Jones Act are the chairmen of the House Rules Committee (Solomon); Merchant Marine Oversight Panel [Herbert Bateman (R-Va.)]; Appropriations Committee [Bob Livingston (R-La.)]; International Relations Committee [Benjamin Gilman (R-N.Y.)]; Resources Committee [Don Young (R-Alaska)]; and Veterans' Affairs Committee [Bob Stump (R-Ariz.)]. Overall, almost one-third of the members of the House have come out in favor of the measure.

The Jones Act is the section of the Merchant Marine Act of 1920 that states cargo carried from one port within the United States to another port within the country must be moved aboard U.S.-flag, U.S.-crewed and U.S.-built vessels.

HCR 65 has been sent to the House National Security Committee for consideration. Under the rules of the Congress, a concurrent resolution is used to deliver a formal statement or opinion of the

body. It requires passage by both the House and Senate.

During a speech on April 30 in Bethesda, Md. before the Propeller Club of the United States, Senate Majority Leader Trent Lott (R-Miss.) announced his intention to introduce a similar measure before the Senate.

However, two pieces of legislation were offered to the Senate last month designed to tear away at the Passenger Vessel Services Act, the 1886 law that requires passengers sailing from one domestic port to another be transported aboard U.S.-flag, U.S.-crewed and U.S.-built ships.

Under the provisions of the Benefits from Cruise Ships Visiting Alaska Act (S. 668), as introduced by Senator Frank Murkowski (R-Alaska) on May 2, foreign-flag cruise ships would be allowed to sail from U.S. ports to Alaskan harbors as well as between the various ports in Alaska.

Three weeks later, Murkowski joined with Sen. Strom Thurmond (R-S.C.) to present S. 803. This measure, dubbed the United States Cruise Tourism Act, would permit foreign-flag cruise ships to carry passengers between any U.S. ports. The bill also has a provision calling on the foreign-flag ships to leave a particular market within three years of U.S.-flag service.

No hearings have been scheduled for either of the measures, which have been sent to the Senate Commerce, Science and Transportation Committee for consideration.

# May 22, 1997: Seafarers Observe Maritime Memorial Day

Honoring the nation's maritime heritage, the SIU last month participated in National Maritime Memorial Day events in cities across the country.

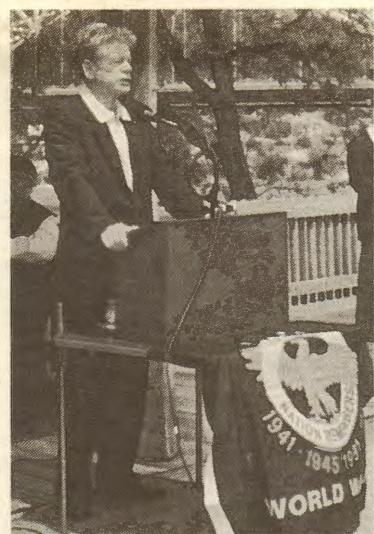
Seafarers and SIU officials joined legislators, representatives of the Clinton administration, members of the American Merchant Marine Veterans (AMMV), officials of U.S.-flag shipping companies and other backers of the U.S.-flag fleet in ceremonies recognizing the valuable contribution made by the merchant marine to the nation's well-being.

Conducted in Washington, D.C., Seattle, San Francisco, St. Louis, Pittsburgh and Mobile, Ala., the events also spotlighted the need to maintain a strong domestic fleet.

Congress in 1933 designated the anniversary of the first transatlantic voyage by a steamship, the *SS Savannah* (on May 22, 1819) as National Maritime Day and requested the president to issue an annual proclamation in observance of that day.

## Learn from History

In Seattle, SIU President Michael Sacco told an audience of approximately 400 people that



Political activity is an essential part of maintaining the U.S.-flag merchant marine. That message is delivered by Angus "Red" Campbell, retired SIU vice president contracts, at a Maritime Day event near Pittsburgh.



U.S. merchant mariners who died at sea were remembered in a ceremony conducted by the U.S. Military Sealift Command in Washington, D.C. Pictured from left are General Walter Kross, Vice Admiral James B. Perkins, Storekeeper 2nd Class Kelvin Bogan of the U.S. Navy, and AB Todd A. Bruemmer, a member of the SIU.

history proves the ongoing need for a viable U.S.-flag presence on the high seas.

"We saw living proof as recently as the Persian Gulf War that there is no guarantee our allies will carry our goods for us," Sacco said at the Maritime Day luncheon jointly sponsored by the Seattle Chamber of Commerce and the Seattle chapter of the Propeller Club. (He became the first union official to be the featured speaker in the 45-year history of this annual event.) "The only way we can assure that American materiel will be delivered is by maintaining an American-flag merchant marine with American crews."

"The Maritime Security Program (signed into law late last year) makes that guarantee."

Sacco also noted the strong bipartisan support for maritime on Capitol Hill, and conveyed the SIU's eagerness to "work with Congress and our contracted companies to ensure that the U.S.-flag merchant marine thrives long into the next century."

## Important Then and Now

At three separate ceremonies in the nation's capital, speakers emphasized the importance of America's merchant marine—proven by a long history of accomplishments and reaffirmed by the passage of the Maritime Security Act, which helps fund nearly 50 militarily useful U.S.-flag vessels.

"Whenever the nation called, America's merchant seafarers responded, sailing into harm's way to carry the goods to our fighting forces," recalled Maritime Administrator Albert J. Herberger in opening the Maritime Administration (MarAd) observance. "But when other war veterans are honored, their patriotism, valor and sacrifices often are overlooked."

Senator John Breaux (D-La.), a longtime supporter of U.S.-flag shipping, stated, "We have a lot to celebrate and be thankful for on this Maritime Day. The passage of the Maritime Security Program ensures the maintenance of the maritime industry. It reflects the



Seafarers participate at a wreath-laying ceremony sponsored by the U.S. Military Sealift Command.

overwhelming support for a U.S.-flag industry and the reality that no nation can exist without a strong maritime presence."

He added that the Jones Act must be maintained and "is vital to the national security of this country. The Jones Act is good for America."

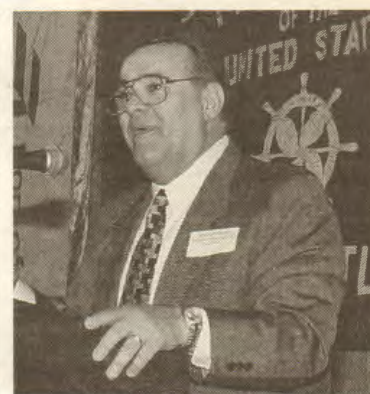
Also at the MarAd ceremony, Representative Wayne Gilchrest (R-Md.), chairman of the House Coast Guard and Maritime Transportation Subcommittee, commended the dedication of merchant mariners.

"The maritime industry has shown that service to one's country is the language of all people," he said. "The true meaning of our memorial today is to continue that

tradition of dedicated service by the merchant marine."

Representing the Clinton administration, Deputy Secretary of Transportation Mort Downey pointed out that the merchant marine has played a key role in preserving the freedom enjoyed by American citizens.

"Our seafarers have served us well, since the very beginning, and never more dramatically than during our wars overseas. The victories we have celebrated could not have been won without the arms and ammunition, the food and fuel, brought across the seas by the courage and sacrifice of merchant mariners.... Their victory at sea made all of America's other victories possi-



SIU President Michael Sacco, speaking at an event sponsored by the Seattle Chamber of Commerce and the Seattle chapter of the Propeller Club, states, "The only way we can assure that American materiel will be delivered is by maintaining an American-flag merchant marine with American crews."

ble," Downey observed.

He added that today, "the merchant marine's role is no less crucial."

At the Washington, D.C. Propeller Club luncheon, Secretary of Transportation Rodney Slater emphasized the importance of the Maritime Security Program.

"It ensures America will continue to have American-flag ships, crewed by loyal American citizens, to meet our nation's defense requirements. By contracting with U.S.-flag vessels, we gain access to a fleet of modern commercial ships," he said. "And we gain access to the sophisticated intermodal transportation system supporting it—the trains, trucks and cargo-handling equipment."

Slater added his support for the Jones Act, noting that "40 nations reserve their domestic trade exclusively to their own flag fleet. None has ever conceded the right to regulate its own domestic production or commerce. As the greatest industrialized and trading nation in the world, America should do the same, and will do no less."

In addition, at a wreath-laying ceremony sponsored by the U.S. Military Sealift Command (MSC), U.S. Air Force General Walter Kross, commander-in-chief of the U.S. Transportation Command (TRANSCOM), and U.S. Navy Vice Admiral James B. Perkins, MSC commander, also praised past generations of merchant mariners while stressing the

## National Maritime Day, 1997

### By the President of the United States of America A Proclamation

Throughout America's history—from the Revolutionary War to today's global challenges—our United States Merchant Marine has fulfilled its mission with patriotism and efficiency, transporting our Nation's cargoes in times of both peace and conflict. Our Merchant Marine has shown its mettle time and again during major United States military engagements, proving to be a crucial component in support of our Armed Forces' efforts to protect our national interests and defend our freedom. Today we salute these skilled civilian seafarers, who continue to distinguish their profession and demonstrate their commitment to America's security through their unwavering support of our troops abroad in both peacekeeping and humanitarian operations.

History has taught us how important a nation's flag presence is on the high seas. Heeding the lessons of the past, the Congress and I reaffirmed our pledge for a strong U.S.-flag fleet when I signed into law the Maritime Security Act of 1996. This legislation sets the course for America's Merchant Marine into the 21st century, sustaining a strong sealift capability and bolstering national security. The Act will strengthen American maritime and allied industries, while energizing our efforts to further stimulate the economy through trade and commerce.

As we look to the challenges of the future, we recognize the continuing importance of our U.S. domestic maritime fleet to the maintenance of our Nation's commercial and defense maritime interests. I commend the merchant mariners whose unstinting service has helped maintain both our domestic and our international U.S. fleets.

In recognition of the importance of the U.S. Merchant Marine, the Congress, by a resolution approved May 20, 1933, has designated May 22 of each year as "National Maritime Day" and has authorized and requested the President to issue annually a proclamation calling for its observance.

NOW, THEREFORE, I, WILLIAM J. CLINTON, President of the United States of America, do hereby proclaim May 22, 1997, as National Maritime Day. I urge all Americans to observe this day with appropriate programs, ceremonies, and activities and by displaying the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

IN WITNESS WHEREOF, I have hereunto set my hand this twenty-first day of May, in the year of our Lord nineteen hundred and ninety-seven, and of the Independence of the United States of America the two hundred and twenty-first.

WILLIAM J. CLINTON

Continued on page 7

# New Hall Opens in Alaska

Continued from page 3

"On behalf of all Alaskans, and especially those who rely on or are directly involved with maritime trade, thank you for setting an enviable example. I hope many others will follow your lead," Knowles wrote.

Jewel Jones, the city of Anchorage's social services manager who oversees the local job training partnership act and the private industry council, called the apprenticeship program "critical and crucial to us." She noted the statewide need for jobs and welcomed the Seafarers' initiative.

Speaking on behalf of the union's contracted companies, Bob Magee, TOTE's president

and CEO, pointed out employment aboard U.S.-flag ships means "good-paying jobs with benefits. These are not service industry jobs. These are not low-wage jobs."

He was joined by Bill Deaver, general manager of Alaskan operations for Sea-Land Service, in calling for support of the apprenticeship program.

Also saluting the SIU was the president of the Alaska AFL-CIO.

Mano Frey, who heads the state labor council, welcomed the SIU to the more than 60 unions and locals within his organization. He called the apprenticeship program a "wonderful opportunity for Alaskans that live and care so much for the waters around the state."



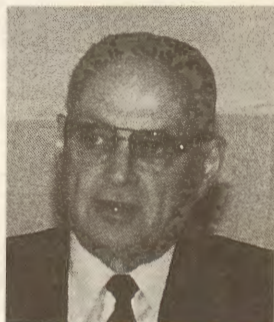
Crewmembers from TOTE's *Great Land* meet with SIU officials. From the left are Deck Utility Dean McGinnis, OMU Matt Knorr, Exec. VP John Fay, President Michael Sacco, AB Tony Carvalho and Deckhand Ali Shaibi.



Recertified Bosun John Kelley (right) of the *Sea-Land Anchorage* poses with SIU President Michael Sacco (left) and Sea-Land's Bill Deaver during the dockside reception.



SIU President Michael Sacco welcomes *Great Land*'s AB Randy Hanke to the reception for the opening of the Anchorage union hall.



Praising the union-industry-government partnership that is providing entry-level apprenticeship opportunities at the Lundeberg School for young Alaskans are (from left) Bob Magee, president and CEO of TOTE; Mano Frey, Alaska AFL-CIO president; Jewel Jones, manager of Anchorage's social services department; and Tom Cashen, Alaska's labor commissioner.



At left, two Seafarers from the *Sea-Land Anchorage* take advantage of a break in the work schedule to attend the reception for the Anchorage SIU hall. From the left are Bill Deaver, general manager for Alaska's Sea-Land operations; Electrician Mark Pinkham; SIU President Michael Sacco and Steward/Baker Jim Wright.

## Seafarers Join With Rest of Nation To Observe Maritime Memorial Day

Continued from page 6

need to maintain a strong U.S.-flag fleet.

### Other Activities

In Elizabeth, Pa., a suburb of Pittsburgh, retired SIU Vice President Contracts Angus "Red" Campbell, who sailed during World War II, explained the post-war evolution of the U.S. merchant fleet.

The main speaker at an event sponsored by the Mon-Valley (Pa.) chapter of the AMMV, Campbell told an audience of more than 150 members and guests, including congressional staffers and local legislators, "After the war, we got our first

taste of what politics can do. Today, political activity is absolutely essential to the survival of the merchant marine.

"The American Merchant Marine Veterans recognize this, and with your support, I know we will succeed in keeping the American flag flying."

Seafarers at the SIU hall in St. Louis took part in an unusual but productive Maritime Day event, as they hosted representatives of TRANSCOM who inspected the facility. SIU port officials explained, at TRANSCOM's request, the procedures for securing employment and the union's role in assisting members.

"The TRANSCOM visitors were very interested and atten-

tive," noted SIU Port Agent Becky Sleeper. "They asked questions about registration, physicals and drug tests, vacation applications, upgrading and other subjects."

In Mobile, Seafarers attended a mass in honor of all merchant mariners, and also participated in a wreath-laying ceremony at the local merchant marine monument.

And in San Francisco, Seafarers were among the hundreds of people who set sail aboard the *Jeremiah O'Brien* for its annual voyage under the Golden Gate Bridge. Dozens of wreaths were placed in the Pacific Ocean during the trip to remember those who lost their lives at sea.



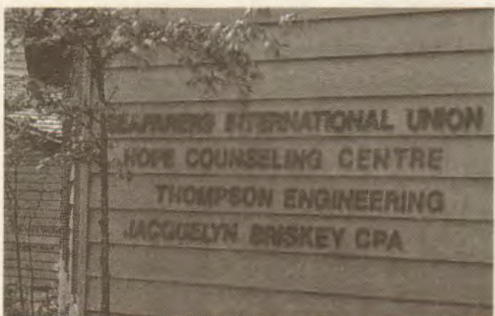
Speaking at Maritime Day ceremonies are, from left, Senator John Breaux (D-La.), Representative Wayne Gilchrest (R-Md.), Transportation Secretary Rodney Slater and Deputy Transportation Secretary Mort Downey.

WELCOME TO 721 SESAME		
PRO-WEST	1A	
JACQUELYN BRISKEY, CPA	1B	
SEAFARERS UNION	1C	
HOPE COUNSELING CENTER	2A	
THOMPSON ENGINEERING, INC.	2B	
EASTERN ALEUTIAN TRIBES, INC.	2C	
ANNALEE STRATTON, MA, MSW	2D	
BUILDING MANAGER		
HOFFMANN COMMERCIAL MGMT	563-2171	

The building index shows the room in which the newest SIU hall is located.

hall is easily accessible to members aboard ship or flying into town. Holten, an Alaskan native, states he looks forward to working with members and their families.

Besides helping Seafarers, the hall also will be utilized by members of the SIU-affiliated Alaska Fishermen's Union.



The exterior of 721 Sesame Street features the Seafarers name prominently displayed.

## Anchorage Hall Ready To Serve Membership

The Seafarers' Anchorage union hall is open for business on a daily basis.

Located between the downtown/port area and the airport at 721 Sesame Street, Suite 1C, it is in an office park just off the intersection of Arctic and Tudor. The telephone number for the facility is (907) 561-4988.

Seafarers utilizing the hall will be able to file their vacation, health and pension paperwork. They also will be able to acquire clinic cards from the Alaskan facility. However, the nearest hiring hall will remain in Tacoma, Wash.

Anchorage Port Representative Harold Holten says the

# Training Record Books Issued

Continued from page 3

American Transport. "The fact it was done this well and this quickly is a testament to labor-management cooperation."

DiPrisco is one of a number of officials at SIU-contracted companies who worked with the union and the Paul Hall Center (located in Piney Point, Md.) to develop the TRB. He and Tony Naccarato, vice president of

human resources and administration at OMI Corp., co-chaired a committee that addressed this issue last fall through a labor-management conference. The group also included representatives of the SIU and the Paul Hall Center.

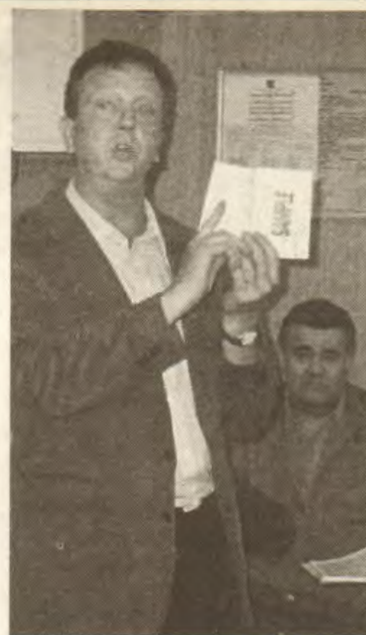
"This book will be very useful because it's going to have all the required information right there, at a glance," observed Naccarato. "It's a way to assess someone's

credentials quickly—to be sure they meet all applicable laws and to ascertain whether they're qualified to work on a particular ship at a particular time.

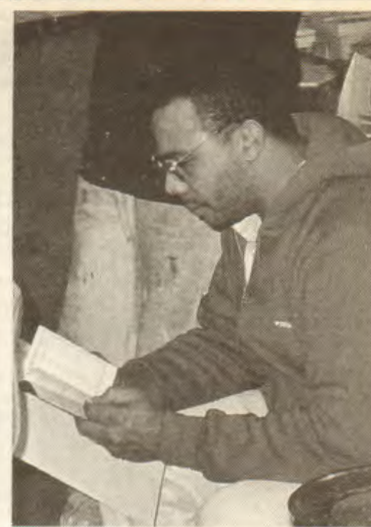
"This goes to show how much can be accomplished when all parties work together."

Bill Eglinton, director of vocational education at the Paul Hall Center, oversaw the final design and printing of the TRB. He explained that the information entered by individuals into the book will be supported and verified by a database maintained at the training facility.

"Having gone through the process, we are quite willing to assist other organizations who also have a need for a TRB," Eglinton added. "It would benefit the industry to stick to one format."



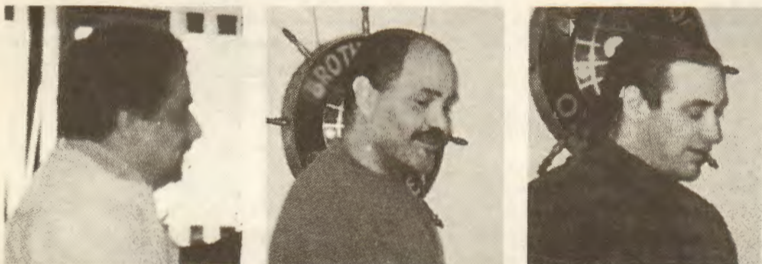
Bill Eglinton, director of vocational education at the Paul Hall Center, reviews the TRB aboard the *Sea-Land Atlantic*.



The TRB includes a personal identification page as well as four sections for documenting training and demonstration of job skills. Above, Chief Steward Edward Porter examines his TRB after receiving the document aboard the *Sea-Land Atlantic*.



Above, three Seafarers aboard the *Sea-Land Atlantic* last month were among the first to receive the union's training record book. Pictured from left aboard the vessel are Paul Hall Center Vice President Nick Marrone, SIU Vice President Atlantic Coast Jack Caffey, Chief Steward Edward Porter, SIU President Michael Sacco, QMED Harry Kinsman, SIU Vice President Contracts Augie Tellez and AB Carl Sands.



Receiving their TRBs during a special meeting last month at the SIU hall in Brooklyn, N.Y. are (clockwise, from top left) AB Angel Roman, AB Pedro Lopez, QMED Richard Dunston, AB Pete Orischak and Bosun Jimmy Ocot.



Crewmembers aboard the *Sea-Land Atlantic* join SIU President Michael Sacco (standing, fifth from right) and other SIU officials for a photo following a special shipboard meeting about the union's training record book.



SIU members and officials crowd the Brooklyn, N.Y. hall for a meeting about the training record book.

## The TRB: What It Contains, How to Use It

The SIU's training record book (TRB) includes an identification page, instructions and guidelines for the mariner, general guidelines for designated instructors and assessors, and four sections.

Section 1 consists of pages to be used for recording and verifying different types of training, either aboard ship or ashore at a training facility.

This section will be used by all Seafarers. In fact, Section 1 currently is the only part of the TRB that should be used by SIU members.

"Training is the only thing that should be entered in the TRB right now," noted Bill Eglinton, director of vocational education at the Paul Hall Center, which developed the book in conjunction with the union. "Members should not have any entries made in Sections 2, 3 or 4 until the SIU announces that it's okay to make such entries."

He added that Seafarers "should make it a point to secure a written verification of any training they receive aboard ship, besides getting it entered in the TRB. Examples of such training would be anything more than just routine safety drills—a seminar, for instance, where the company sends someone to ride the ship, or if an officer provides a formal lecture on vessel familiarization, new equipment, company policies, anything like that."

Section 2 pertains to the 1995 STCW amendments and will be used by Seafarers beginning at a later date. This section contains pages for documenting the demonstration of various job skills associated with sailing aboard tankers, roll-on/roll-off (RO/RO) passenger ships and non-RO/RO passenger ships. It also features charts for proving competencies related to first aid, firefighting and fire prevention, use of survival craft and rescue boats, and more.

Section 3 includes competency tables for those members seeking either a third mate's license, inland mate or master's license, third assistant engineer's license or rating performing duties as an electronics technician.

Section 4 includes the remainder of the tables from the 1995 Amended STCW Convention Code. This section only applies to licensed ratings; it is included in the TRB to accommodate Seafarers who may secure a license, and to promote a standard TRB.

SIU members are reminded to bring their TRB with them when registering at their union hall. This will allow port officials to photocopy any new entries, thereby enabling the Paul Hall Center to update its electronic database. This procedure will allow for producing a duplicate TRB with current information, should one become lost or destroyed.

## Training Record Book Application

Name \_\_\_\_\_  
Last First Middle  
 Date of Birth \_\_\_\_\_ SSN \_\_\_\_\_  
 Home Phone Number \_\_\_\_\_  
 Address \_\_\_\_\_  
Street  
City State Zip Code  
 Height (inches) \_\_\_\_\_ Weight \_\_\_\_\_ Hair Color \_\_\_\_\_ Eye Color \_\_\_\_\_  
 Are you a graduate of the SHLSS entry level program? ☐ Yes ☐ No  
 Have you ever attended any SHLSS Upgrading Courses? ☐ Yes ☐ No  
 Book Number \_\_\_\_\_ Home Port \_\_\_\_\_ Department \_\_\_\_\_  
(where you want book sent to)

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

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

Signature: \_\_\_\_\_ Date \_\_\_\_\_

Send application to:

SHLSS - ADMISSIONS

Attn: TRB

P.O. Box 75

Piney Point, MD 20674 → or give completed application to port agent

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

# 2 Seafarers, 4 Dependents Win 1997 Scholarships

## SEAFARERS



**GERALD RICH-ARD SHIRLEY** has already completed two years of college and looks forward to finishing his bachelor's degree. Now 37, he enlisted in the U.S. Navy directly after high school in Spokane, Wash.

With an honorable discharge, he entered the trainee program at Piney Point and joined the union in 1981. From then on, his education has never stopped. He returned to the Lundberg School to upgrade his skills to third cook, cook and baker, chief cook, chief steward and recertified steward.

Shirley applied for a scholarship in 1996, and even though he was not selected, he began taking college courses at Highline Community College in Des Moines, Wash.

"My first two years of college proved to be exciting as well as busy," he wrote in the autobiographical portion of his scholarship application. During his time at Highline, Shirley was treasurer of the Phi Theta Kappa Honor Society, was on the Dean's List in 1994 and the Honor Roll the fall quarter of 1993 and completed a two-year Associate of Arts degree in 18 months, graduating with honors.

"What is important now that a solid foundation has been laid," Shirley wrote, "is to build on it. I intend to perform at the university level just as I did at the community college level. I see no reason why my grades cannot be at honor roll levels for the last two years of my program."

Shirley has been accepted at Central Washington University with a double major of accounting and finance. He hopes to start full time in the summer after working on an SIU vessel during the spring quarter. Further plans for Shirley are to take the semi-annual CPA exam in November 1998. Then, following graduation in March 1999, he would like to work in the field of accounting and eventually open a business with his wife, who is also

an accounting and finance major.

These are not just idle dreams for the Washington resident. He is already preparing for the CPA exam by becoming involved in a volunteer income tax assistance program with the IRS in which he works weekends and evenings—when he is not sailing—preparing taxes for individuals as a free service at an IRS site. At the same time, he is enhancing his professional skills and gaining a better understanding of investment fundamentals by joining an investor's club, and improving his public speaking skills as a member of Toastmasters. And in his spare time, Shirley's wife, who is from the Republic of Macedonia (and whom he married in May 1995 after meeting her in college), is teaching him her native language of Serbia.



**JAMES SIEGER**, 45, joined the union in 1973. He also has seen the importance of furthering his maritime education by attending upgrading courses at the Paul Hall Center. The engine department member has completed the welding course as well as QMED-

Any Rating, marine electrical maintenance, refrigeration systems maintenance and operations, firefighting as well as the third assistant engineer course.

He has already had some college experience, having been awarded a certificate in liberal studies from Mercy College, Westchester, N.Y. Now he would like to further his education in all areas, focusing on the specialized field of heating and air conditioning. He has applied to several colleges in the New York area. In recent years, Sieger has sailed in the engine department aboard a number of deep sea vessels, but his "goal in life," as he wrote in his application statement, "is to further my education in all areas of knowledge in order to excel in the future."

This was the second time that Sieger, who sails from the port of New York, applied to the scholarship program—proving that perseverance pays off.

*College tuition will be a little easier in the coming years for two SIU members and four dependent children of Seafarers, thanks to the Seafarers Welfare Plan. The two deep sea members—Gerald Shirley and James Sieger—were awarded two-year scholarships in the amount of \$6,000 each to further their education. The four dependents—Megan Jennifer Campbell, Maurine V. Nichols, Reina O. Magpale and Harold D. Balatbat—all children of fathers who work in the deep sea division, have been exemplary high school students, deserving of the four-year, \$15,000 stipends.*

*In introducing the scholarship program in 1953, the union wanted to make sure that Seafarers and their family members who were qualified to attend a college, university or technical school would have the financial means available to do so. And with these six most recent awards, the total number of scholarship recipients has passed the 250 mark.*

*This year, however, one difference may be noted. In the past, a four-year, \$15,000 award also has been given to an SIU member. Unfortunately, only a few applications were received for this year's scholarship, none of which carried a high enough grade average to qualify, according to the panel of educators who met last month to select the scholarship recipients.*

*On this page are brief descriptions of the backgrounds and career goals of the six scholarship winners for 1997.*

## DEPENDENTS



**HAROLD D. BALATBAT** would be the first to tell someone that his or her potential is unlimited, but only if they are willing to look past their fears and face the challenge.

A native of the Philippines, he came to the United States at the age of 11, leaving behind his friends and most of his childhood memories. In his scholarship application, Balatbat wrote that his first day of school in the U.S. was probably one of the most difficult for him. Starting out in the seventh grade, he did not know what to expect or how he would fit in. He was surprised to find that there were multi-diverse faces everywhere, kids from different ethnic backgrounds. "Fortunately," he stated, "curiosity overcame fear . . . what I discovered that day alone has definitely changed my perspective in life. I realized that throughout those 11 years in the Philippines, I was isolated and made to feel insignificant by stripping me of the right to behold the real world—a world full of interesting and exceptional people—people from Japan, Samoa, Hawaii, Europe, etc. What's even more fascinating is that deep down inside, beneath all the physical and cultural differences, we were all the same."

Balatbat says he now knows that despite any differences he may have, he should not let it get in his way. After he finishes high school this year in Waipahu, Hawaii, he plans to attend college, majoring in graphic design. "It is a type of occupation that will benefit not only me," he notes, "but the community as well. I hope to be an entrepreneur someday so I can return the favor to the community by getting kids off the streets and bringing them in under my apprenticeship program."

The 18-year-old senior, who is ranked 15th out of 402 students, has been a participant in many activities at his school—the National Honor Society, the senior class council and the student government. He also has received an award for his knowledge of the modern history of Hawaii and was an overall state winner in a drawing contest. With great enthusiasm, Balatbat also has gone into the community and done volunteer work at the Institute for Human Services, participated in various beach clean-up projects, helped in graffiti wipe-out programs and was a runner at the State Capitol during the 1996 primary elections—all the while managing to maintain a 3.85 grade point average.

Harold Balatbat is the son of Francisca and Luisito F. Balatbat. His father, an able seaman, joined the union in 1992. He is currently sailing aboard the S.S. *Independence* (American Hawaii Cruises).



Ever since she can remember, **MEGAN J. CAMPBELL** has always wanted to be a veterinarian. In her application form, Campbell wrote, "When I was little, I envisioned myself helping all the animals in need and ridding the world of unwanted pets. Of course, I was going to do the latter by adopting all the animals without homes myself!"

While her dream has not changed, her reasons and goals to become a veterinarian have. She now realizes that she cannot save all the hurt or unloved animals in the world, but she can make a difference.

Volunteering at a local humane society has allowed Campbell to see how shelters operate. She helps bathe the animals so they have a better chance of being adopted. "A soft purr in my ear or a lick on my cheek is enough to keep me going back again and again. Every hour I spend with the animals reaffirms my desire to become a veterinarian," she stated.

The 18-year-old will graduate this month from Gig Harbor (Wash.) High School. She already has been accepted in an honors program to Whitman College in Walla Walla, Wash. where she will major in pre-veterinary medicine.

But her love of animals and desire to help them is not the only side to Campbell.

She is a certified scuba diver and has logged more than 70 dives. She also has been a member of the high school golf team and honor society for four years, an AIDS Education peer group leader and has been included in "Who's Who Among American High School Students." Additionally, she has been involved with local food banks, a department store's fashion board and the local nursing home and shelter for homeless people—all while maintaining a 3.95 average.

Megan Campbell is the daughter of Z. Camille and Henry C. Campbell. Her father, a crane maintenance engineer, has been a deep sea member of the union since 1968.



**REINA O. MAGPALE** has come to appreciate the effort and hard work her father has put in as a merchant mariner for more than 20 years in order to create a better life for her and her mother.

He missed many important moments in her life as she was growing up—dance and piano recitals, elementary school graduation—which was difficult for her. But "as I grow older, I have begun to see how much my father has sacrificed for both my mom and me," she articulated on her scholarship application form. "I have started to discover why he chose this life: my dad wants my mother and me to have security in our lives, and his kind of job allows us to have that. He works such a demanding job so that we at home can have a good life, and I am eternally grateful for that. I want my father to see how his absence in my life has not weakened me. Instead, it has given me strength and gives me the will to be the best I can be."

The 17-year-old, who is graduating from St. Anthony High School in Long Beach, Calif. this month, wants to go on to college as a communications major. She has applied to the University of Southern California and to the California State University at Fullerton. "Communication is what connects us all in our rapidly changing world, and I feel that I can apply myself excellently in that field with the kind of spirit that I possess." She hopes eventually to become an advertising executive.

While maintaining a 3.95 grade average and taking

many honors and advanced placement classes, Magpale is very involved with dance, theatrical arts, journalism, student government and the campus ministry. She is ranked first in her graduating class of 86 students.

But advertising is her career goal at present. It is the kind of career "that I will enjoy and that also will offer me the financial security that I seek. Thus, when my father retires and starts his mature adulthood with my mother, I can support them both. I can give back to them what they have given to me. That is my ultimate goal."

Reina Magpale is the daughter of Juanita and Reynaldo T. Magpale. Her father, who sails as a chief steward, joined the union in 1968 (as a member of the Marine, Cooks & Stewards, before that union merged with the SIU's AGLIWD). He is currently aboard Matson Navigation's *Mokihana*.



International relations is the field in which **MAURINE NICHOLS** wishes to enter. The 17-year-old from Galveston, Texas already has been accepted to American University's School of International Service Honors Program. With a degree in international relations or international business, she then hopes to pursue a career in the U.S. diplomatic service or work in the international business department of a large corporation.

When she was in junior high school, Nichols' parents hosted two foreign exchange students, one from Denmark and one from Bosnia. She was inspired by this experience and began working her freshman year of high school so that she, too, could spend a year abroad—which she did—in a small French village named La Verrie.

Upon returning to the States, she began a strenuous third year of high school, taking most advanced placement (AP) and honors classes. She was rewarded for her scholastic efforts by passing the AP exams with flying colors.

"My involvement in foreign exchange programs," she wrote in her autobiographical statement on the scholarship application form, "has had the most influence in determining my course of study and career plans. Hosting students and living abroad has made me realize the wide range of career possibilities available to someone with an intimate knowledge of foreign languages and cultures."

With a 3.97 grade point average, Nichols ranks 14th in her class of 419. She is a talented mathematics student, a National Merit Commended Scholar, and has been recognized for her outstanding achievement in French and Spanish. She is a member of the math, French and Spanish honor clubs as well as the National Honor Society, a columnist for the school newspaper, and placed first in a local and county science fair.

Maurine Nichols is the daughter of Louise and John R. Nichols, a deep sea member who sails in the deck department. At present, he is an AB aboard the *Overseas Washington*.

*Now is the time for Seafarers and their dependent family members to start thinking about applying for one of the SIU Welfare Plan scholarships to be awarded in 1998.*

# Adm. Al Herberger Retires as MarAd Head

## Oversaw Enactment of New Maritime Security Program

Vice Admiral Albert J. Herberger (U.S. Navy retired), a staunch supporter of the United States merchant marine, will retire July 1 as head of the U.S. Maritime Administration (MarAd).

Admiral Herberger served as the U.S. maritime administrator since September 1993, heading the Department of Transportation agency that applies federal laws and programs designed to promote a strong domestic merchant fleet.

His successor has not been nominated.

"Al Herberger did a terrific job as maritime administrator. He shares our belief in the need for a strong U.S.-flag merchant marine, and he showed remarkable dedication in working to ensure a U.S.-flag presence on the high seas well into the next century," stated SIU President Michael Sacco.

"He has been a tireless, forceful, intelligent and articulate friend of the American-flag fleet and the whole U.S. maritime industry," added the Seafarers president. "Clearly he will be missed, but the SIU sincerely wishes him happiness in his retirement."

In a letter accepting Herberger's resignation, President Clinton praised the work of the former Navy officer, who began his sailing career in the U.S. merchant marine after graduating from the Merchant Marine Academy in Kings Point, N.Y. "Your able administration has resulted in the approval for construction of 260 vessels under the

Title XI shipbuilding loan guarantee program, and your strong and effective advocacy on behalf of the U.S. merchant marine was instrumental to the passage of the Maritime Security Act," wrote the president.

Transportation Secretary Rodney E. Slater also commended the Albany, N.Y. native. "Al Herberger set a course that will help guide the American maritime industry, the department and the nation well into the 21st century. He helped ensure that the United States will continue to have a fleet of U.S.-flag, commercial cargo vessels crewed by American seafarers," Slater said.

Herberger, whose last position with the Navy was deputy commander-in-chief of the U.S. Transportation Command, has been very visible in his support of the U.S. merchant marine. He often spoke at meetings of the AFL-CIO's Maritime Trades Department, of which the SIU is an affiliate, and he routinely testified before Congress in favor of legislation vital to the American-flag fleet, including the Maritime Security Act and the Jones Act.

He also maintained an excellent working relationship with the SIU, evidenced in small part by his appearances at the recent reflagging of the *Maersk Tennessee*, the 1996 Paul Hall Memorial Lecture and the 1995 opening of the World War II merchant marine poster exhibit at the Paul Hall Center in Piney Point, Md.

In a statement announcing his retirement, Herberger described

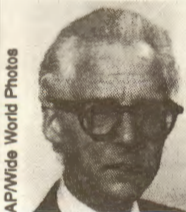
serving under President Clinton as "an honor and a privilege. Under his leadership, the American shipbuilding industry is once again building ships both for American owners and, for the first time in many years, for export. The new Maritime Security Program is in place, ensuring that American-flag ships will continue to serve America's commercial and defense needs."

He also praised former Secretary of Transportation Federico Peña for his strong support of maritime programs, and expressed confidence that Slater "will continue to recognize the economic and strategic importance of the nation's maritime industries."



An ardent backer of the U.S. merchant marine, Maritime Administrator Albert Herberger (fourth from left) recently attended the reflagging of the SIU-crewed *Maersk Tennessee*, which became an American-flag ship in March. He is pictured here with Seafarers aboard the former Danish-flag container ship. SIU Vice President Contracts Augie Tellez is second from right.

## Columnist Murray Kempton Passes Away at 79 Labor Reporter Was Longtime Friend of Paul Hall



Murray Kempton

Murray Kempton, a veteran newspaper reporter and Pulitzer Prize winning columnist, passed away

May 5 at the age of 79. Kempton was a great admirer of the late Paul Hall, who served as the SIU's top officer from 1947 until his death in 1980.

According to Herb Brand, president of the Transportation Institute and a longtime associate of Hall, the two would meet frequently and discuss matters ranging from waterfront issues to national and international politics.

"As diverse as they were in person and personality, they shared common attitudes on many, many matters," Brand recalled.

One thing Hall and Kempton had in common was going to sea as merchant mariners. Kempton sailed for a year while attending Johns Hopkins University during the late 1930s. After graduating in 1939, he worked briefly as an organizer for the International Ladies Garment Workers Union before becoming a labor reporter for the *New York Post*. In 1942, he was drafted into the U.S. Army and served in New Guinea and the Philippines.

Following World War II, Kempton returned to the *Post* and became its labor editor in 1949.

Kempton covered many of the beefs and strikes in which the SIU was involved. "And in respect to matters regarding labor, he often sought the counsel of Paul Hall in evaluating situations," Brand stated.

When Hall died in June 1980, Kempton wrote a column saluting his friend as a person who stood with those who supported him and his union, no matter what the cause. (That column appears on this page.)

Kempton interrupted his employment with the *Post* briefly in the 1960s to work for the *New York World-Telegram & Sun*. Besides his labor coverage, Kempton was known for his stories during the civil rights struggle

and standing up for the underdog.

In 1981, he joined the staff of *Newsday*, leaving the *Post* for

good. He won the Pulitzer in 1985. The Baltimore native also wrote for the *New Republic* and the *New York Review of Books*.

### Tribute to an Old Friend

by Murray Kempton

(Reprinted from the *New York Post*, June 25, 1980)

They are burying an ethic at Paul Hall's funeral in the Seafarers International Union headquarters today. Paul Hall was the labor leader who stood by Mr. Nixon until the ship went down.

I did not say that Paul Hall's ethic could not on occasion be outrageous; it is a poor ethic that can't drive its possessor to look outrageous now and then. And Paul Hall's ethic was the grandest I have ever known.

He was always better than his friends. I know that because he was so unquestioning a friend to myself that his death leaves William F. Buckley the only man alive I could comfortably call collect long distance for a loan.

When the late Rep. Charles F. Buckley ran the Bronx, his Democratic county dinners were splendid spectacles of majesty on the dais and servility at the tables. Then the reformers struck the old tyrant down, and his last dinner as County Chairman was a pitiful ghost of its fleshy past.

When I arrived to pursue my obituary duties, Buckley came across the floor past tables left empty by the desertion of highway contractors with no further use for him. "Out," he said.

I was departing with more respect for the old scoundrel's sense of principle than I had ever known before when I passed the Seafarers Union table and Paul Hall suggested I sit with him.

There was no disputing Paul Hall in any of the innumerable hours when he stood up for the undeserving; his posture in confrontation would have done credit to the Archangel Michael. And so I was permitted to remain, and as the evening went on, I asked him why he had come to a ruined feast whence all save he had fled.

"I have a rule," he said. "If I position with a winner, we buy a table at his dinner. When he loses, I buy two tables for his next dinner. I want people to know we don't run."

I have never known anyone except Paul who ever used "position" as an intransitive verb. But then it wouldn't fit on anyone else's lips; he was a huge man, and, when he came into a quarrel, he did not enter but positioned himself like some great ship of the line.

There are never many causes worthy of this great a spirit, and the history of Paul's life was one of heroic fidelity to men who too often showed too little fidelity to anything.

He made his busy union one of the most important forces in the labor movement because all alone he incarnated one pure principle: he let everybody know that, when he took up the sword, he threw away the scabbard.

His magnificence abided in those high reaches where questions of whether a man is right or wrong grow pale in the wild flame of how he plays the game. Paul Hall went wherever his friends asked him to go and, as often as not, where they themselves feared to go.

I met him when I was a labor reporter, a function at which my solitary display of merit was to work myself down from 86 bottles of whiskey from the unions one Christmas to two the next. They came, naturally, from the Seafarers Union. I was grateful less for the whiskey than for the goodwill: it is always sensible to keep just one friend who is a bit of a rogue.

All of us who were able to keep only him were lucky, because Paul Hall was also something of a saint. I have no doubt that, in just this key, he died leaving a surprisingly small estate, with room in it for bequests to the defense funds of Anthony Scotto and John M. Murphy.



SIU President Michael Sacco greets Maritime Administrator Albert Herberger during the opening of the World War II merchant marine poster exhibit at the Paul Hall Center in Piney Point, Md. As the featured speaker, Herberger praised the courage and sacrifice of World War II merchant mariners.

## Herman Confirmed by Senate

On April 30, the U.S. Senate confirmed the appointment of Alexis Herman as secretary of labor.

Herman was nominated last December to head the department that oversees labor-related issues such as the federal minimum wage, job training programs, and workers' compensation.

"Alexis Herman is a wonderful choice for secretary of labor, and we are thrilled that the Senate has finally confirmed her," stated AFL-CIO President John Sweeney. "She knows and understands working families' concerns, and we look forward to working closely with her to put their interests at the top of the national agenda."

A native of Mobile, Ala., Herman served as director of the White House public liaison office prior to her appointment as labor secretary. She also was chief of staff for the late Ron Brown when he was Democratic National

Committee chairman.

When he nominated Herman for the cabinet position, President Clinton praised her accomplishments.



Alexis Herman

"She has been a successful business woman and a leader in efforts to bring minorities into the economic mainstream," the president stated. "And for the past four years as director of the White House office of public liaison, she has been my eyes and ears, working to connect the American people, business and labor, individuals and communities with their government."

Herman succeeds Robert Reich, who resigned as secretary on January 20.

# A SEAFARER'S VIEW - Part II:

## Henry Gamp Describes Life Aboard the SIU-Crewed Lucia/Caribbean

*Editor's note: A member of the SIU since 1974, Henry Gamp recently sent this article to the Seafarers LOG chronicling life as chief mate aboard a Penn Maritime tug and barge as it sailed from Boston and the East Coast ports to Aruba and Panama, all the while trying to avoid Hurricane Cesar. The first part appeared in last month's LOG. This continuation of Brother Gamp's voyage begins with the arrival of the Lucia/Caribbean in Panama.*



We had a Dutch Smit tug, *Breed Bank*, as our assist tug. Her bow was flared and not fendered. She backed stern-first alongside us on our starboard bow and put a line up. She worked our bow with this one line in the American East Coast fashion. We had very little current when we docked, maybe a little set to port. The rise and fall of tide was less than a foot.

The dock we were assigned to had originally been a Collier Pier for coaling coal-fired steamships of a bygone era. Now, it served as an oil pier, and considering its age, was in remarkably good condition.

It protrudes into the mouth of the old French Cutout from the right shore. This is the remnant of France's failed attempt, led by Ferdinand de Lesseps, to build a sea-level canal similar to the Suez Canal that they successfully dug in the 1870s.

Off to our starboard were a dozen or so yachts anchored, waiting to transit the canal. I was told about four yachts per day are locked through.

No sooner had the last mooring line been heaved tight than a group of enterprising local vendors set up shop by our gangway, selling T-shirts, clothes, local crafts, etc. The quality was not that good and yet they were quite insistent we buy something from them. They were always cajoling and telling us we were their very best friends and could they have a soda, sandwich or something to eat....

During our stay, it would rain off and on at any time of the day or night. The rains passed quickly; yet, they were quite heavy at times. I guess you should expect this sort of weather on the edge of a tropical rain forest.

I saw Colón firsthand on a visit to our agent's office and again on an expedition to resupply some of our foodstuffs that were running low. I was taken aback by the city's deplorable conditions. With all the American investment since 1904, I thought I would see a pretty modern and well-run city. The opposite was the case. The buildings were decaying; dirt and filth everywhere. The buildings were solidly built and it was apparent they were nice... many years ago.

While I stopped to photograph the oldest Catholic Church in Colón (now boarded up), City Mayor Alcibiades "Beby" González drove up in a new dark

gray Jeep Cherokee. I suppose he was curious why several Americans were taking pictures of his city. Defensively, he told us they were going to restore the building. He enjoyed telling us that he used to sail as chief engineer on Panamanian tugboats and had once made a trip up the Hudson River, almost to Albany, N.Y. Chief engineer to politician—you can bet he has an interesting life story to tell!

Continuing our tour, our taxi driver of Mexican and Chinese descent, in his 60s, showed us Columbus' statue, and we saw a peaceful demonstration at a local park where people were demanding jobs. Our driver said as the Americans turned over areas to Panama, they fell into disrepair. It puts the future operation of the Panama Canal in question, a valuable trade link, even today. I noted with interest a local newspaper article that said Costa Rica was considering a land bridge intermodal alternative to the canal. I'm sure if Panama were more secure and stable, consideration of such alternatives wouldn't be taking place.

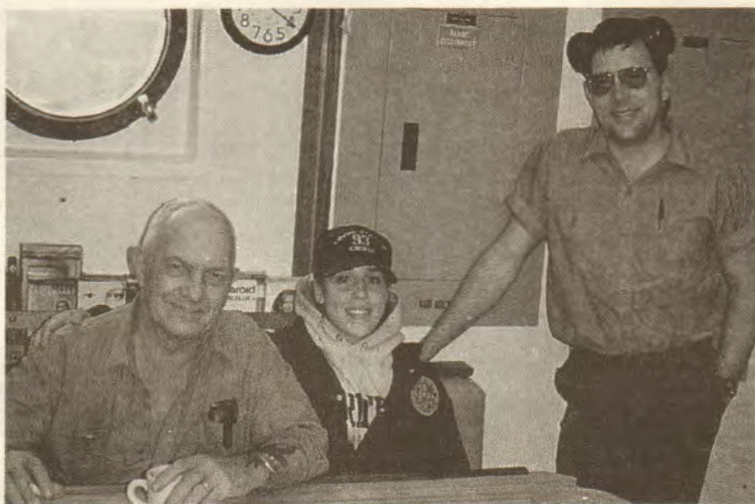
The Gatón Locks were less than five miles from our pier. I had an opportunity to see a ship lock through, and it was fascinating that an engineering wonder, 80 years old, worked so well, even today. There were just a few visitors there. I couldn't help but wonder why—with one of the modern wonders of the world at their doorstep, lush tropical forests, beautiful mountains, a good anchorage area—a giant tourist industry, complete with cruise ships docking at Colón, didn't exist. I was told that Panama City on the west coast was much nicer, but I didn't get to see it.

The canal revenue definitely is not helping the local population. I asked a Panamanian worker at the canal what he thought about the future of the waterway, and he expressed some apprehension at their ability to maintain and operate the machinery, and said only time would tell.

We sailed on the morning of July 25. We had set up sailing 0100 the night before, and after repeated delays, we were told that since we were not a true integrated tug/barge unit but rather an articulated tug/barge unit, we could only navigate during the daylight hours. The difference being an ITB is rigidly connected to her barge. In our case, we roll athwartship in synchronization with our barge locked together by our pins, but pivot on the pins when we pitch fore and aft, independent of her movement. In more than a year of operation, we have always pushed in the notch. We have no wire cables to part. Their reason-

ing on delaying our departure escaped me; but such delays seemed commonplace.

Operating coastwise in the United States, you take certain things for granted like good Loran coverage, aids to navigation being maintained, fairly complete chart soundings, instant weather forecasts. In other parts of the world, the quality and existence of these services vary greatly. Other countries may not have the meteorological information that we make available, and



Joining Chief Mate Henry Gamp on the Penn Maritime tug and barge are, from left, Tankerman E.W. Larson, Second Mate Mariya Bazzicalupo and Chief Engineer Carroll Bennett.

if they do, it's not in English. All our weather information was supplied by a single side band radio broadcast from the United States. The voice is a monotone computer-generated sound replicating a male voice. They are filled with static, crackly sounds, subjected to being walked on by local traffic and fading in and out. (One tip Captain Dave gave me is to use a tape recorder. That way, if you miss a part of the forecast, you can play it back. At times it has taken me several playbacks to get the whole forecast down.)

Another problem is that the east Caribbean forecast begins with the Windward and Leeward Islands, so a tropical wave off Africa may not be included in the forecast until it approaches them. There are laminated Single Sideband (SSB) Offshore Waters and High Seas Guides with maps showing forecast areas such as east Caribbean, southwest Caribbean, northwest Caribbean, with grids marked off corresponding to the forecast areas. They make interpreting the forecasts much simpler.

Our noon weather forecast on Thursday the 25th, just after leaving Panama, raised our awareness level, but not alarmingly so. A tropical wave was located over Aruba, moving west at 15 knots.

Many tropical waves move through the Caribbean at this time of year. Most do not develop into tropical depressions, tropical storms or hurricanes. Aruba experiences many tropical waves, but very few hurricanes. Likewise, it is unusual for a hurricane to develop in the southwest Caribbean. Most will form in the east Caribbean or north Atlantic and track to the northwest. Once they reach higher latitudes, they often begin moving northeast off the East Coast or may continue northwest and

enter the Gulf of Mexico.

Our next advisory placed this system moving to the west instead of northwest, which made it an obstacle in our path to Aruba. We slowed our speed and followed the 09°40'N parallel due east to give it (now a tropical depression) time to move west and northward.

Between Panama and Colombia, there is a dip in the Caribbean Sea off the Isthmus of Panama that forms the Golfo de Uraba. By heading east, we

would have a good easterly lee from the Colombian coast and have 180 miles clearance if the system tracked due west.

A small bay with a 10-mile opening, known as the Golfo de Morrosquillo, looked to be our most protected water should it be necessary to seek shelter with adequate water for our draft vessel.

Our lack of a detailed coastwise chart made it an option that we wouldn't rush into. The coast pilot mentioned a VLCC terminal nine miles northwest of Coveñas, the major port on the bay, and an anchorage area surrounding it.

At noon on Friday, we began hugging the northeast coast of Colombia, slowly ascending it to give the storm additional time to track west of our position. We were making 4/3 knots, barometer was 1009 and falling, wind was WNW 5-10 knots. We were experiencing a heavy northerly swell and had intermittent rain squalls. These were the classic signs you read about in tropical weather systems' forecasting.

I didn't know it until the next forecast, but that time from noon to midnight was our closest point of approach to Cesar's storm center. Observing the Friday 1100 position to 1600 position to 2300 position put this storm bending to the southwest and heading toward the Panamanian and Nicaraguan borders. Its track was roughly paralleling our own on a reciprocal course, but we had 120 miles separating us.

Saturday morning we rounded Cabo Augusta and could head more easterly. We now came full ahead to continue putting distance between us and the hurricane.

That evening we saw on Colombian television the damage the storm had inflicted to the Andrés Islands and heard that three people had died in Colombia from the storm before it struck the Nicaraguan coast. Once back in Aruba, we saw in an Associated Press story that the storm fizzled out in the Caribbean. I guess it's only reported as relevant news if it hits the mainland of the U.S.

The last leg of our trip from Punta Gallianos on the Peninsula

de la Guajira, Colombia, was 125 miles due west of Sint Nicolaas. We were nine or 10 hours away from Aruba when we got our 0001 Sunday weather forecast for the east Caribbean. Another tropical wave was in the east Caribbean at Longitude 067° W moving west at 15 knots. This put its position 12 hours from hitting Aruba on a reciprocal heading to ours. Now the race was on to beat it first to the island.

On our arrival in Aruba, we were given clearance to go straight in to berth without delay, and by 1010 we were secured portside to Pier #3. The wave passed over us with little more than a strong breeze.

While the barge loaded cargo, we took on bunkers, water and put trash ashore. By the time we were ready to sail the following evening, the tropical wave was well west of us.

Locking into our barge seems like a unique experience until you have done it a few times. As I stated earlier, we have no wires, etc., only an emergency hawser that we connect once the pins are locked in. In a port such as this, where there is a little ground swell, or say Fisher Island in Miami, where yacht and cruise-ship wakes bounce you up and down, it may take several attempts to lock in. Also, if there is a list on the tug or barge, it is necessary to shift ballast at times to align the tug and barge. After nosing the tug's bow into the notch, you secure a headline to the barge to hold you in approximate position. Then you choose one side and extend one pin somewhat.

At this point, you need one person on deck with a walkie-talkie to check the alignment of the helmet (slotted head on pin end that fits into vertical track built into barge's notch) and give you directions. If it is not parallel with the track, it must be rotated clockwise or counter-clockwise to line it up. Once this is accomplished, the pin is extended from the tug into the track. With one side locked in, the process is repeated on the other side. At this point, you count the number of teeth from the deck of the barge or a convenient hull weld to see that they are the same on both sides. If not, you must shift ballast.

At times, you have to touch the boat ahead or back to align the helmet before extending it. By extending and retracting the pins once in the track, the tug can be positioned an equal distance between the pins.

A low power speed option is provided that applies 18,000 pounds of pressure against the pins. Once this pressure is attained, a full force light comes on and you set the brakes and turn the motors off. A low force alarm is provided should the pressure drop or the pins seat themselves in the track and loosen up. Then you unlock the brakes and reapply pressure to tighten the system once again.

Henry Gamp's article of life on an articulated tug/barge will be continued in a future issue of the Seafarers LOG.

**T**hank you very much, Dick [Gephardt], distinguished Senate and House members of the National Security Caucus, the University of Southern California Paul Hall Memorial Endowment, members of the maritime community, ladies and gentlemen.

It is a great honor to be here on behalf of the Department of the Navy. I want to thank the National Security Caucus

as this is that one must keep humility in the proper perspective. I assure you that I have been well-trained on this point by the First Lady of the Navy, my wife Margaret.

I must say again what a great honor it is to be here...to follow in the footsteps of some of our shipbuilding and maritime industry greats...and surrounded by the legacy of Paul Hall. Paul Hall was a true American—in the most tradi-

the Navy-Marine Corps team is answering all bells. The Department is focused and efficient, and we are operating forward to protect America's interests around the world.

There is no doubt that serious challenges remain. The Defense and Navy Departments will answer some of these challenges in the Quadrennial Defense Review, and I will address those areas in a few moments. But, whatever the challenge...whenever and wherever our nation's vital interests are at stake...I know that the solution is literally at our fingertips. I speak with such great confidence because of what I see in the Department of the Navy every day.

Our sailors and Marines are our nation's most resourceful assets. There is absolutely no challenge that they cannot overcome...no change that they cannot make work...no role or mission at which they cannot excel. *Sailors and Marines find answers...* and they get the job done!

I believe the strength of the men and women in our sea services is found in their dedication to our core values of honor, courage, and commitment. One need look no further than the changes in the way the Navy Department has conducted its business over the last few years. We realized that we had a problem and have changed the culture of our Department. The Navy and Marine Corps will tolerate nothing less than those actions which ensure the dignity and respect of every individual. And the Navy Department will continue to ensure that our emphasis on the character of our people remains strong and clear.

I have confidence that the Navy and Marine Corps—from me to the most junior boot Marine and sailor—will do what we need to do to keep our service the finest ever. I am proud of our Navy Department—and I am very excited about the opportunities ahead.

**I**would like to talk about seapower...and the relationship of our maritime forces with the uncertain world we face together. As I see it, seapower is the resolute marriage of Naval operations, shipbuilding and commerce. The unifying element in this enduring relationship is sealift. I feel very strongly about it. In fact, the first contract I awarded as Secretary of the Navy was for our sealift program.

Sealift is critical to the security of the United States. More to the point, sealift is absolutely critical to the sustenance of military operations. Let me paraphrase com-

## Navy Secretary Dalton To Meet the Future Paul Hall Lecturer Speaks

ments made by General Norman Schwarzkopf following the Gulf War. We can bomb our enemies back to the stone age, but we need to put men and materiel on the ground to fight and win our Nation's wars.

It is absolutely crucial that we maintain America's organic sealift capability. Sealift was a vital element in our success in Desert Storm...and it was vital in Somalia. In fact, carrying troops and equipment to the front lines—from the sea—has been the foundation of our military successes since the Revolution. And sealift will be critical for operations in the future.

We must continue our focus on building and maintaining the *right* sealift to ensure our forces have the tools necessary to defend America's vital interests around the world. As most of you are well aware, the Maritime Security Act of 1996 goes a long way toward that end. With the overwhelming approval of the 104th Congress, President Clinton put us on course to protect American jobs and maintain a U.S. presence in international maritime trade, in both peacetime and wartime. Most importantly, the Maritime Security Act reaffirms America's resolve to maintain a strong U.S.-flag presence on the high seas.

The Act is a truly important



Following the lecture, John Dalton, man of the Paul Hall Memorial Con-

ference. But another element in satisfying our strategic sealift requirements is the work we have done with developing and building Large Medium Speed roll-on/roll-off ships (or LMSR's or Ro/Ro's) and the Maritime Prepositioning Force ships.

Most people think of seapower as carriers, cruisers, destroyers, frigates and submarines. Those assets are indeed critical. But warships alone do not tell the whole story. Let me expand on that idea.

I just visited Diego Garcia, a truly vital strategic asset which we share with the

*The speaker for the 1997 Paul Hall Memorial Lecture was John H. Dalton, the 70th Secretary of the Navy. Sworn in to that position in July 1993, the New Orleans native is responsible for the formulation and implementation of policies and programs that are consistent with the national security policies and objectives established by President Bill Clinton and Secretary of Defense William Cohen.*

Dalton, 55, oversees the conduct of all affairs of the Department of the Navy, including recruiting, organizing, supplying, equipping, training, mobilizing and demobilizing the uniformed services of the U.S. Navy and the U.S. Marine Corps. He also oversees the construction, outfitting and repair of naval vessels, equipment and facilities.

In 1964, Dalton graduated with distinction from the U.S. Naval Academy. He served in the Navy from 1964 to 1969, attaining the rank of lieutenant while on active duty. He subsequently was promoted to lieutenant commander in the U.S. Naval Reserve.

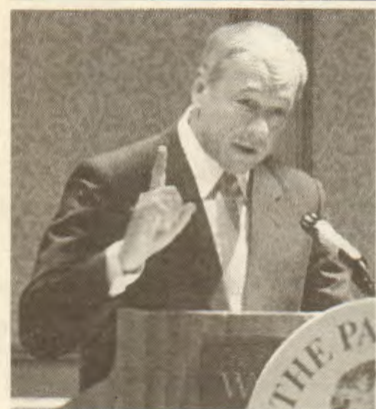
Dalton received a Master of Business Administration degree in 1971 from the



Secretary of the Navy presented with a token lecture by Dr. Robert F. USC School of International Affairs oversees the endowment Memorial Lecture series.

Wharton School of Business at the University of Pennsylvania. He then worked in investment banking at Sachs & Company and of the Government Procurement Association of the U.S. Housing and Urban Development from December 1979 to January 1980.

**'America must ensure that we can move the military equipment whenever and wherever needed.'**



Foundation for this very special award. Frankly, I am in awe. The list of previous award winners is truly distinguished. Having earned the confidence of the bipartisan and highly respected National Security Caucus is indeed very meaningful to me. But I must say that this award truly belongs to the Department of the Navy—to our sailors, Marines, and civilians that make our force the finest the world has ever known.

I also want to thank the National Security Caucus Foundation for the generous endowment of the maritime fellowship program in my name. This prestigious fellowship will help both inform and focus a generation of decisionmakers on the importance of maintaining and expanding America's maritime traditions. It is indeed my high honor to lend my name to this program.

One of the great concerns upon receiving an honor such

tional sense. He knew right from wrong—and he fought to make things right.

Paul Hall "walked the walk"... and he fought the fights from the waterfront to the halls of Congress. He stood firm, took a stand and, in the process, helped to build an American institution. Paul Hall lived the Teddy Roosevelt adage that "Far and away the best prize that life offers is the chance to work hard at work worth doing."

I am indeed honored—and humbled—to be associated with his legacy.

Let me begin my remarks with a few thoughts on the state of the Department of the Navy.

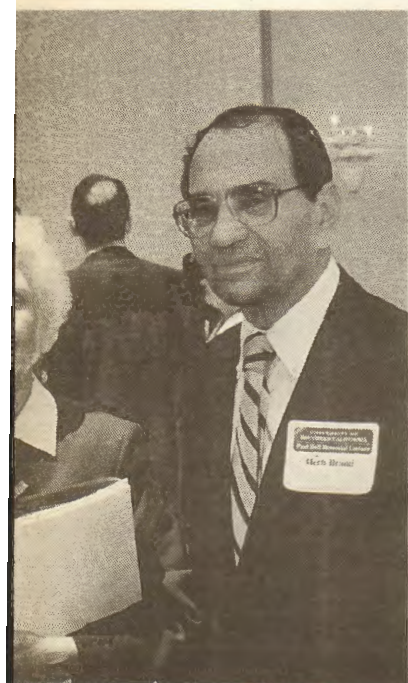
Thanks to many of you gathered here today—and in particular, those members of Congress on the appropriations and authorization committees—our Navy and Marine Corps are second to none. Operationally, programmatically, and in personnel,

### Hall Lecturer Also Given Security Award



Prior to delivering his Paul Hall Memorial Lecture, Navy Secretary John Dalton receives the 1997 International Leadership Security Award from the bipartisan congressional National Security Caucus. This award is presented annually to a government official who has demonstrated support for the U.S. military. From the left are Rep. Randy "Duke" Cunningham (R-Calif.), Dalton, Rep. Richard Gephardt (D-Mo.) and Rep. Chet Edwards (D-Texas).

# on Underlines Need With a Single Vision Building a Maritime Team



congratulated by Herb Brand, chairman, and his wife, Flo.

British in the Indian Ocean. I was surprised to learn that I was the first Secretary of the Navy—and the highest-ranking U.S. government official to visit there. I was glad I went.

Upon arriving, I saw the lagoon literally filled with fully-loaded, combat ready pre-positioned ships. I walked away from the harbor with a full appreciation that seapower means *strategic sealift*.

And that point was driven home with my last stop of the visit. I toured one of those sealift ships and spoke with the professional seamen of the American merchant marine. Those folks know their mission—and they are ready.

Just this past March, I was at Avondale shipyard to christen the *USNS Bob Hope*, the first of the new class of LMSRs. It is indeed an impressive vessel. The *Bob Hope* class incorporates the latest technology and leading-edge innovations in cargo stowage, and it is designed from the keel up to meet the Army's sealift requirements. I am excited about this part of our strategic shipbuilding program.

We owe a great deal of thanks to Representative Jack Murtha and his colleagues—some of whom are here today—for having the vision and courage to lead the charge to build the required sealift for our soldiers and Marines. The young men and women we send to fight and win our nation's wars deserve every ounce of support we can give.

**T**he other side of the sealift coin is that the United States must maintain a strong Navy—forward deployed—to keep the Sea Lines of Communication (SLOCs) open.

Protection and maintenance of the SLOCs is a primary role of our Navy. America must ensure that we can move the military equipment whenever and wherever needed. But we must also guarantee the free flow of commerce through the world's waterways. Peacetime, forward deployed

United States Naval forces are the answer.

The forward presence of our Navy ensures unfettered access to global sea lanes. What these forces bring is stability...and economic benefits for American industry and labor.

The continuous presence of maritime forces helps maintain fragile regional balances and assure economic stability by guaranteeing freedom of movement upon the world's oceans. In this increasingly interdependent world economy, the United States Navy keeps trade routes open simply by being there. This often overlooked aspect of global maritime presence is of inestimable value to the U.S. and to the entire world economy. For example, note that, excluding that with Canada and Mexico, 90 percent of America's international trade travels on the high seas. The imperative for protection of the SLOCs is clear.

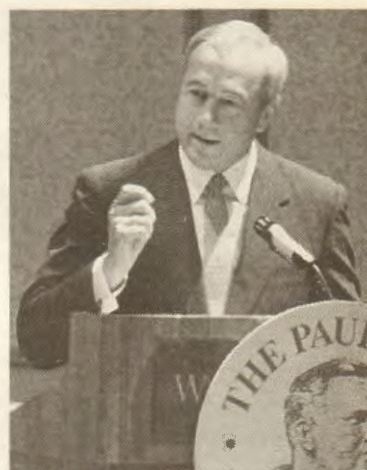
Our continuous Naval forward presence requires ships and submarines. And while building the Navy and Marine Corps of the 21st century remains one of my top priorities, it is the responsibility of all of us gathered today to ensure that America builds the *right* force. We must maximize our limited resources, yet protect the irreplaceable shipbuilding art which produces the best ships and sub-

CVN 77; LPD 17 and DDG 51 are on track; and with congressional approval, teaming for construction of the New Attack Submarine will solve some difficult funding and industrial base issues we face now and into the future.

is but the first step in this process.

**I**t is clear that we face a world filled with challenges and uncertainties. The fact is that our Navy and maritime industry must meet the future *together*—

**'Sealift is critical to the security of the United States. More to the point, sealift is absolutely critical to the sustainment of military operations.'**



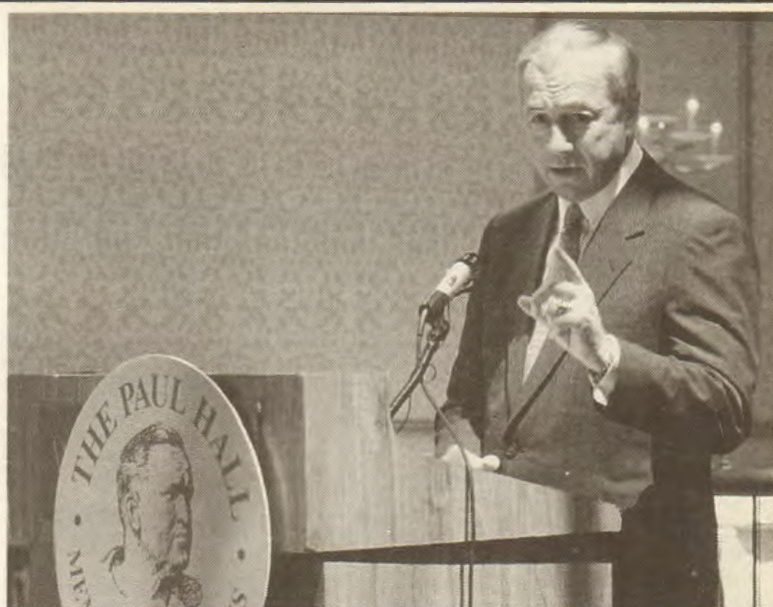
We are also conducting research and development for the next generation aircraft carrier—or CVX, the Maritime Fire Support Demonstrator, and a new surface combatant—or 5C21. These new programs are exciting because they will use the most advanced technology mankind has to offer, including stealth, advanced materials and passive damage control, to name but a few. They will represent a true revolution in the conduct of maritime operations.

But it is not just the *number* of ships we are building or planning, but the incredible increase in capability that we

with a single vision. The key is to size the vision correctly—and to build room for plenty of flexibility into our plans and policies to address the upcoming challenges. I like President Harry Truman's idea. He said: "You can always amend a big plan, but you can never expand a little one. I don't believe in little plans. I believe in plans big enough to meet a situation which we can't possibly foresee now."

I view this period in our history just as an extraordinary *opportunity* to take stock...to build the "big plans" for the future security of the United States. But we must do

**'We must continue our focus on building and maintaining the right sealift to ensure our forces have the tools necessary to defend America's vital interests around the world.'**



marines in the world.

From the Navy perspective, we are on the *right* course. I am very excited about our shipbuilding plan. It is robust and forward-thinking. Thanks to Congress, we have a solid—and fully funded—budget for shipbuilding to ensure we have the right force to maintain our global presence requirements.

In fact, over the Future Years Defense Plan, we are spending more than 57 billion dollars on 31 new ships, submarines and major conversions. We have funding for

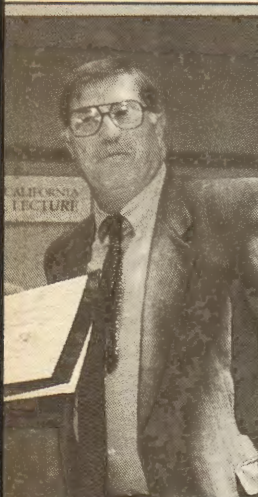
are building into each new platform. There simply are no finer or more advanced ships and submarines being built anywhere else in the world.

Our shipbuilding plan is an extremely positive and balanced program. But there is still a long way to go to ensure we have the funding necessary for our ship and aircraft modernization requirements coming in the next decade. That is an issue on which I will be working closely with Secretary of Defense Bill Cohen and Congress in the months ahead. The Quadrennial Defense Review—or QDR—

this together...in the halls of Congress, in the Pentagon, in the shipyards and on seas around the world.

Again, it has been an honor to represent the wonderful men and women of the Department of the Navy here today.

Thank you and all members of the National Security Caucus for this very special award. God bless the men and women of the United States Congress entrusted to lead this great nation...God bless those of you who carry on Paul Hall's legacy...and God bless America.



John H. Dalton (left) is of appreciation for his edheim, professor of the tional Relations, which ment for the Paul Hall s.

nance and  
iversity of  
n worked for the  
rm of Goldman,  
d became president  
ational Mortgage  
S. Department of  
Development. From  
y 1981, he was a

member and chairman of the Federal Home Loan Bank Board.

Prior to his nomination by President Clinton to be the Secretary of the Navy, Dalton ran the San Antonio, Texas office of an Arkansas-based investment banking firm. He also served as managing director, chairman, CEO and president of a number of other corporations.

The lecture series honors the memory of Paul Hall, who served as the SIU's principal officer from the late 1940s until his death in 1980. Hall fought for a strong U.S.-flag merchant marine and worked with Congress to pass many maritime bills, including the Merchant Marine Act of 1970.

An endowment to honor Hall was established at the University of Southern California by friends and associates in organized labor and the maritime industry shortly after his death. The endowment honors distinguished contributors to marine transportation by providing a public forum for their thoughts in the form of an annual lecture. The first lecture was delivered in 1987.

# Seafarers Remain on Alert in Western Pacific



Crewmembers aboard the *American Osprey* meet with SIU Assistant Vice President Kermet Mangram for a shipboard union meeting while docked in Guam. Mangram dis-

cussed and answered questions concerning STCW, training record books (TRBs) and upgrading courses available at the Lundeberg School.

The Mariana Islands of Guam and Saipan are a familiar sight to Seafarers aboard the *American Osprey* and the *Sgt. William R. Button*.

The two vessels are part of the Military Sealift Command's (MSC) prepositioning fleet, ready to sail, fully loaded, at a moment's notice. That is why when the ships are at anchor outside the Western Pacific islands, Seafarers utilize the time maintaining their vessels for the highest degree of readiness.

SIU Assistant Vice President Kermet Mangram, who provided the photos accompanying this article, recently boarded the *American Osprey* and the *Sgt. William R. Button* in Guam to update Seafarers on union activities and answer any questions they might have.

"The men and women who sail aboard these two ships possess skills that are key to operations



Seafarers on prepositioning ships are ready to sail anywhere in the world at a moment's notice. Here, crewmembers (from left) Bosun Jim Patrick, QMED R. Alan Ladd, Chief Steward Tony Curran and Chief Cook Herb Houing relax on the *Sgt. William R. Button* after a day of hard work.

unique to military ships," said Mangram. "All the crewmembers realize the importance of manning the prepositioning vessels, and their hard work and professionalism reflect this attitude."

The military's prepositioning fleet consists of privately owned

American-flag ships under charter to MSC. Many of the ships are loaded with cargo for the U.S. Marine Corps.

The ships are stocked with all the necessary equipment and supplies to support an early rapid deployment of amphibious U.S. Marine expeditionary brigades. They were among the first ships to arrive in Saudi Arabia for Operation Desert Shield.

Because of the unique requirements of working aboard the military vessels, Seafarers who crew the prepositioning ships receive special sealift training at the Paul Hall Center's Lundeberg School in Piney Point, Md. The training includes helicopter operations, forklift maneuvers, crane operation, underway replenishment, damage control familiarization and search and rescue boat operations.



Gathering in the galley for a union meeting aboard the *American Osprey* are, from left, Pumpman Carl Montoya, Chief Steward Joseph Williams, Bosun Thomas Gagnon, QMED Jose Ferreira and AB Thomas Temple.



Crewmembers aboard the *Sgt. William R. Button* pose for a photo following a union meeting with SIU Assistant Vice President Kermet Mangram.



Crewmembers check in with SIU Assistant Vice President Kermet Mangram (sitting) before the start of a union meeting held while the *Sgt. William R. Button* was in Guam.

## Summer + Vacation = Piney Point

That's an equation that can add up to fun for the whole family.

As many SIU members already have discovered, the Paul Hall Center in Piney Point, Md. offers all the ingredients for a memorable summer vacation—

and it's a benefit available only to Seafarers and their families.

The facility, situated on the banks of the St. George's Creek, offers comfortable accommodations, three meals a day, lots of activities and an ideal location

from which to take in the local sights.

The center itself has a health spa (which includes Nautilus, free weights and a universal gym, a sauna and steamroom), tennis courts, an Olympic-size swim-

ming pool, opportunities for fishing and boating and plenty of picturesque space for peaceful walks or jogs or picnics on the beautifully landscaped grounds.

Nearby are many famous landmarks and other attractions where one may be entertained by seafood festivals, arts and crafts exhibits, antique shows, country actions and fairs and acres of unspoiled parkland. Day trips throughout historic southern Maryland and the Washington

D.C. metropolitan area are a perfect way to make sightseeing more relaxing and fun.

There's something in the area that everyone in the family will find interesting. And even if you've been to the Washington area before and visited the Washington Monument and the Lincoln Memorial, there is always something new to see. The exhibits at the Smithsonian Institution's many museums—a drive of only about an hour-and-a-half from Piney Point—are always changing. And an exciting new monument to President Franklin D. Roosevelt, encompassing 7.5 acres, has recently opened in Washington. It is the first major national memorial erected in honor of a 20th century president.

A vacation stay at the Lundeberg School is limited to two weeks per family. So, follow the equation for a memorable summer holiday. The first step in securing your reservation is to clip the coupon at left and mail it to the Seafarers Training and Recreation Center at Piney Point.

### SEAFARERS TRAINING & RECREATION CENTER Vacation Reservation Information

Name: \_\_\_\_\_

Social Security number: \_\_\_\_\_ Book number: \_\_\_\_\_

Address: \_\_\_\_\_

Telephone number: \_\_\_\_\_

Number in party / ages of children, if applicable: \_\_\_\_\_

Date of arrival: 1st choice: \_\_\_\_\_ 2nd choice: \_\_\_\_\_ 3rd choice: \_\_\_\_\_

(Stay is limited to a maximum of two weeks)

Date of departure: \_\_\_\_\_

Send this completed application to the Seafarers Training & Recreation Center,  
P.O. Box 75, Piney Point, MD 20674.

6/97

#### UNION MEMBER VACATION RATES

A vacation stay at the Lundeberg School is limited to two weeks per family.

Member	\$40.40/day
Spouse	9.45/day
Child	9.45/day

**Note:** There is no charge for children 11 years of age or younger. The prices listed above include all meals.

# Dispatchers' Report for Deep Sea

APRIL 16 — MAY 15, 1997

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	25	24	2	14	11	2	9	53	38	7
Philadelphia	1	3	1	6	1	1	1	3	4	0
Baltimore	4	6	1	6	5	0	2	13	7	1
Norfolk	9	10	8	14	11	6	10	12	13	7
Mobile	16	11	0	11	6	0	2	21	15	0
New Orleans	16	15	5	17	8	2	13	33	22	4
Jacksonville	27	13	5	23	11	5	15	51	29	7
San Francisco	30	16	3	21	6	0	2	42	27	4
Wilmington	15	12	8	18	12	3	9	27	27	12
Seattle	17	27	0	15	16	0	15	44	35	1
Puerto Rico	10	1	5	5	0	0	2	24	4	8
Honolulu	9	8	2	7	10	1	2	11	13	6
Houston	17	22	8	13	15	6	6	36	30	9
St. Louis	1	3	1	4	0	0	1	2	4	1
Piney Point	1	5	0	0	2	0	1	3	4	1
Algonac	0	2	2	0	0	1	1	0	3	1
Totals	198	178	51	174	114	27	91	375	275	69
ENGINE DEPARTMENT										
New York	15	9	0	10	5	0	3	29	18	1
Philadelphia	4	2	0	0	0	0	0	5	4	0
Baltimore	7	4	0	4	4	1	1	11	7	0
Norfolk	4	3	2	1	3	2	4	8	7	3
Mobile	9	7	0	7	7	0	3	14	6	1
New Orleans	7	7	3	4	7	1	3	18	10	3
Jacksonville	15	12	1	12	9	1	4	30	25	1
San Francisco	10	12	1	5	9	0	7	18	15	2
Wilmington	9	12	3	10	8	0	3	10	17	4
Seattle	9	7	2	15	7	0	2	18	17	2
Puerto Rico	5	7	1	4	1	0	1	8	7	2
Honolulu	5	6	1	6	4	3	1	8	9	4
Houston	16	9	1	16	9	0	9	20	18	5
St. Louis	0	1	0	0	2	0	2	2	0	1
Piney Point	2	4	0	1	2	0	0	3	5	0
Algonac	0	0	0	0	0	0	0	0	1	0
Totals	117	102	15	95	77	8	43	202	166	29
STEWARD DEPARTMENT										
New York	8	12	0	9	5	0	7	18	18	0
Philadelphia	0	3	1	2	1	0	1	0	3	1
Baltimore	3	3	1	2	2	0	1	2	3	1
Norfolk	4	3	5	6	7	3	3	8	7	7
Mobile	5	4	0	5	1	0	0	17	7	0
New Orleans	3	7	1	6	4	1	4	10	12	3
Jacksonville	15	8	3	11	3	1	4	31	13	4
San Francisco	27	7	2	14	6	0	9	61	12	3
Wilmington	8	1	1	7	1	0	4	27	4	2
Seattle	24	3	1	13	1	0	5	51	7	2
Puerto Rico	3	2	0	4	0	0	1	6	3	2
Honolulu	10	3	2	7	2	2	5	18	8	6
Houston	8	3	0	8	3	0	4	19	9	2
St. Louis	0	0	0	0	0	0	0	3	0	0
Piney Point	3	0	0	1	1	0	1	7	2	0
Algonac	0	2	0	0	0	0	0	0	2	0
Totals	121	61	17	95	37	7	49	278	110	33
ENTRY DEPARTMENT										
New York	4	31	6	4	15	1	0	14	56	25
Philadelphia	0	0	1	1	1	0	0	0	1	2
Baltimore	0	2	1	0	4	0	0	0	3	5
Norfolk	1	10	13	1	8	9	0	3	24	24
Mobile	1	6	0	0	4	0	0	2	14	1
New Orleans	2	11	11	1	7	2	0	7	15	17
Jacksonville	4	17	9	2	14	5	0	4	21	21
San Francisco	9	12	3	3	9	0	0	20	27	4
Wilmington	2	18	1	2	6	1	0	12	29	7
Seattle	5	16	0	4	7	0	0	15	33	4
Puerto Rico	3	6	2	3	2	0	0	6	11	10
Honolulu	8	19	44	5	16	41	0	15	43	54
Houston	2	10	6	1	8	2	0	4	17	12
St. Louis	0	0	0	0	0	0	0	0	3	0
Piney Point	0	6	28	0	1	7	0	1	12	22
Algonac	1	1	0	1	0	0	0	0	2	0
Totals	42	165	125	28	102	68	0	103	311	208
Totals All Departments	478	506	208	392	330	110	183	958	862	339

\*\*"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.

## July & August 1997 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: July 7, August 4
New York	Tuesday: July 8, August 5
Philadelphia	Wednesday: July 9, August 6
Baltimore	Thursday: July 10, August 7
Norfolk	Thursday: July 10, August 7
Jacksonville	Thursday: July 10, August 7
Algonac	Friday: July 11, August 8
Houston	Monday: July 14, August 11
New Orleans	Tuesday: July 15, August 12
Mobile	Wednesday: July 16, August 13
San Francisco	Thursday: July 17, August 14
Wilmington	Monday: July 21; Tuesday: August 19*
*change created by Paul Hall's birthday holiday	
Tacoma	Friday: July 25, August 22
San Juan	Thursday: July 10, August 7
St. Louis	Friday: July 18, August 15
Honolulu	Friday: July 18, August 15
Duluth	Wednesday: July 16, August 13
Jersey City	Wednesday: July 23, August 20
New Bedford	Tuesday: July 22, August 19

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

## Personals

### JUAN PABLO GUZMAN

Please contact your daughter, Inez Guzman Cole, at 1831 Aisquith Street, Baltimore, MD 21202.

### FELLOW SEAFARERS

Brother Artie "Blondie" Sjaastad, who sailed as an AB for 14 years from the ports of Houston and Port Arthur, Texas, is now in prison and would like to hear from some of his fellow shipmates. His address is TDC #681264, Michael Unit, P.O. Box 4500, Tennessee Colony, TX 75886-4500.

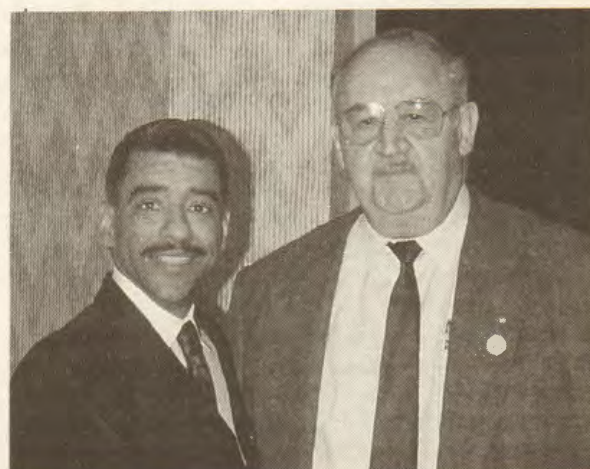
### ERNEST JAMES COX

Please contact Patricia Heilman as soon as possible regarding your daughter, Tiffany, at (352) 528-3240.

### ELMER D. RIPPE

Anyone knowing the whereabouts of Elmer D. Rippe, please contact his son, Tim Rippe, at 100 Yeonas Drive, SE, Vienna, VA 22180.

## VP Kelley Introduces Chief Justice



Byron Kelley, SIU vice president Lakes and Inland Waters (right), poses with Conrad Mallett, chief justice of the Michigan Supreme Court, before introducing him to the Michigan State AFL-CIO convention in Detroit last month.

## 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 Correy  
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

APRIL 16 — MAY 15, 1997

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	33	2	0	15	0	0	18	3
ENGINE DEPARTMENT									
Algonac	0	16	1	0	2	0	0	14	1
STEWARD DEPARTMENT									
Algonac	0	10	4	0	2	1	0	8	3
ENTRY DEPARTMENT									
Algonac	0	27	14	0	14	2	0	13	10
Totals All Depts	0	86	21	0	33	3	0	53	17

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

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

## Dispatchers' Report for Inland Waters

APRIL 16 — MAY 15, 1997

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	6	0	0	2	0	0	14	2	0
Gulf Coast	0	1	4	0	1	4	8	0	9
Lakes, Inland Waters	47	0	0	11	0	0	33	0	0
West Coast	2	0	5	16	0	1	8	2	22
Totals	55	1	9	29	1	5	63	4	31
ENGINE DEPARTMENT									
Atlantic Coast	2	0	0	1	0	0	2	1	1
Gulf Coast	1	0	1	0	0	0	1	0	1
Lakes, Inland Waters	14	0	0	4	0	0	9	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	17	0	1	5	0	0	12	1	2
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	2	0	0	0	0	0	4
Lakes, Inland Waters	5	0	0	0	0	0	3	0	0
West Coast	0	0	1	0	1	0	2	0	3
Totals	6	0	3	0	1	0	7	0	7
Totals All Depts	78	1	13	34	2	5	82	5	40

\*\*"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

It was a 35-day run for the crewmembers aboard the S.S. *Ines*—from August 19, 1952 until September 22.

Posing on the deck of the Bull Line vessel are, from left, Seafarer Mariano Gonzalez, Don Luis Munoz Marin (the Governor of Puerto Rico), the ship's purser, fireman and chief cook.

That is all that is known about this old photo, which was found in the Seafarers LOG files.

If anyone sailed aboard the ship or can shed any more light on its activities, he or she is welcome to inform the readership by writing to the Seafarers LOG at the address given below the photograph.



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



**A**mong the 18 Seafarers joining the ranks of pensioners this month is Recertified Bosun **Jack B. Rhodes**.

Brother Rhodes has been sailing in the deck department of SIU-crewed ships for 27 years. During his career, he upgraded several times, including in 1982, when he graduated from the bosun recertification course. This is the highest level of training offered to members of the deck department at the Lundeberg School in Piney Point, Md.

Including Brother Rhodes, 11 of those signing off sailed in the deep sea division. Another four worked on the inland waterways and three shipped aboard Great Lakes vessels.

Ten of the retiring pensioners served in the U.S. military—four in the Navy, three in the Army, two in the Air Force and one in the Coast Guard.

The oldest retiring members this month are deep sea member **Ralph K. Todd** and inland member **Roy W. Alcock**, both 71.

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

#### DEEP SEA

**FRANK A. BOLTON**, 65, joined the Seafarers in 1969 in the port of Seattle. A native of Louisiana, he sailed in the engine department and upgraded frequently at the Lundeberg School in Piney Point, Md. Brother Bolton has retired to Greenville, Tenn.

**LEO CRONSOHN**, 68, started his career with the SIU in 1951 in his native New York. He started out in the deck department and later transferred to the steward department. Brother Cronsohn frequently upgraded his skills at the Lundeberg School and was active in union organizing drives and beefs. He makes his home in Las Vegas, Nev.

**DEAN D. DOBBINS**, 63, began sailing with the Seafarers in 1957 from the port of Tampa, Fla. Born in Ohio, he sailed in the engine department. From 1952 to 1956, he served in the U.S. Navy. Brother Dobbins resides in Stockton, Calif.

**DANIEL P. DOUGHERTY**, 65, joined the SIU in 1958 in the port of Philadelphia. A native of

Pennsylvania, he sailed as a member of the deck department. From 1952 to 1953, he served in the U.S. Army. Brother Dougherty calls Philadelphia home.

**LEE HARMASON SR.**, 65, started his sailing career with the Seafarers in 1973 in the port of Houston. He worked in the steward department. A native of Louisiana, Brother Harmason served in the U.S. Army from 1953 to 1955. He has retired to Port Arthur, Texas.

**RICHARD J. LUOMA**, 56, joined the SIU in 1970 in the port of Detroit. A native of Michigan, he sailed as a member of the deck department. From 1958 to 1962, he served in the U.S. Navy. Brother Luoma makes his home in Sioux Falls, S.D.

**DOMINGO B. MELANIO**, 65, started his career with the Seafarers in 1971 in the port of San Francisco. Born in Hawaii, he sailed in the engine department. Brother Melanio has retired to Fremont, Calif.

**JACK B. RHODES**, 64, began sailing with the SIU in 1955 from the port of Seattle. Born in Georgia, he worked in the deck department and frequently upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1982. From 1949 to 1953, he served in the U.S. Air Force. Brother Rhodes resides in Glen Burnie, Md.

**EDSEL W. SHOLAR**, 67, started his career with the Seafarers in 1969 as a member of the engine department. Brother Sholar upgraded his skills at the Lundeberg School. A native of North Carolina, he served in the U.S. Air Force from 1954 to 1956. He has retired to Asheboro, N.C.

**WILLIAM L. SMITH**, 59, joined the SIU in 1961 in the port of Baltimore. A native of Maryland, he sailed in the engine department and upgraded at the

Lundeberg School. From 1955 to 1957, he served in the U.S. Navy. Brother Smith makes his home in Baltimore.

**RALPH K. TODD**, 71, began sailing with the Seafarers in 1951 from the port of Lake Charles, La. Born in Mississippi, he sailed as a member of the steward department. Brother Todd has retired to Ovet, Mass.

**ROY W. ALCOCK**, 71, joined the Seafarers in 1972 in the port of Norfolk, Va. A native of North Carolina, he last sailed as a captain. Boatman Alcock attended an educational conference at the Lundeberg School in 1984. He makes his home in Harkers Island, N.C.

**NORMAN DAWSON**, 64, began sailing with the SIU in 1951 in the port of New York aboard deep sea vessels as a member of the deck department. He later transferred to the inland division, last

## 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.

sailing as a captain. Boatman Dawson upgraded at the Lundeberg School and attended an educational conference there in 1977. The New York native served in the U.S. Army from 1949 to 1951. He has retired to Pasadena, Md.

**JAMES C. VOLIVA**, 62, joined the Seafarers in 1971 in the port of Norfolk, Va. A native of North Carolina, he worked in the deck department and upgraded at the Lundeberg School. He also sailed in the deep sea division. From 1957 to 1959, he served in the U.S. Coast Guard. Boatman Voliva makes his home in High Point, N.C.

**JOSEPH T. VOLIVA**, 51, began sailing with the SIU in 1967 from the port of Norfolk, Va. Born in North Carolina, he sailed as a member of the deck department. Boatman Voliva resides in Belhaven, N.C.

**VERNON J. GIMPEL**, 63, joined the Seafarers in 1961 in the port of Duluth, Minn. Brother Gimpel sailed in the deck department. A native of Minnesota, he served in the U.S. Navy from 1952 to 1953. He makes his home in Douglas, Wyo.

**EDWARD V. RINGSRED**, 66, began sailing with the SIU in 1967 from the port of Duluth, Minn. A native of that state, he started out in the engine department and later transferred to the steward department. Brother Ringsred has retired to Duluth.

**RAYMOND G. WILKINS**, 59, started his sailing career with the Seafarers in 1962 in the port of Detroit. The Michigan native sailed in the engine department. Brother Wilkins resides in St. Ignace, Mich.

## Seafarers Crew 4th Converted RO/RO USNS Gilliland Joins Military Prepositioning Fleet

The official naming last month of the *USNS Gilliland* in Newport News, Va. represented both new employment opportunities for SIU members and a tribute to the late soldier of the U.S. Armed Forces for whom the roll-on/roll-off (RO/RO) vessel is dedicated.

The *Gilliland* is the fourth of five former Maersk containerships to be converted for operation by SIU-contracted Bay Ship Management as part of the U.S. Military Sealift Command (MSC) prepositioning fleet. The *USNS Shughart* and *USNS Gordon* were delivered to MSC last year; the *USNS Yano* was delivered in February; and the *USNS Soderman* is slated to join the fleet later this year.

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

Seafarers began crewing the *Gilliland* on May 15. Delivered to MSC on May 23 (the day before the christening), the ship is slated for a 45-day shakedown period, followed by additional crew training. It then will set sail for its assigned port.

During the ceremony on May 24, Vice Admiral James B. Perkins, commander of MSC, noted the

importance of adding the vessel to the prepositioning fleet. "Political realities and reduced budgets mean we have to plan and use material more judiciously than in the past. Prepositioning afloat lets us do that. We can move afloat prepositioned equipment from one area of the world to another on very short notice," he stated.

The ship was named in honor of Cpl. Charles L. Gilliland, who was awarded the Medal of Honor posthumously for service in Korea in 1951.

Refurbished at Newport News Shipbuilding Company, the *USNS Gilliland* initially will be used to preposition U.S. Army combat support equipment at sea. According to data from MSC, the vessel is 956 feet long, has a maximum beam of 105.9 feet, a draft (fully loaded) of 36.1 feet, a displacement (fully loaded) of 57,000 tons and a speed of 24 knots. Its cargo space equals nearly six football fields and can be loaded and off-loaded in 96 hours.

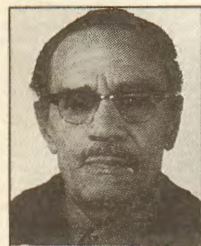
Additionally, its conversion included adding new cargo decks, internal and external access ramps, new cargo hatches, side ports and twin-boom cranes for self-loading and unloading. As with the other four ships, the conversion is designed to make the *Gilliland* ideal for the loading, transport and discharge of U.S. military cargo.



# Final Departures

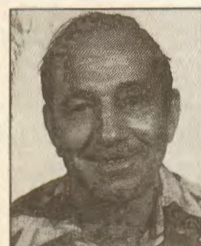
## DEEP SEA

### FRANK O. AIREY



Pensioner Frank O. Airey, 80, passed away April 15. Brother Airey first sailed with the Seafarers in 1945. Born in Panama, he worked in the steward department. Prior to his retirement in August 1981, Brother Airey sailed as a chief steward aboard the *Philadelphia*, operated by Sea-Land Service. He was a resident of Seattle.

### VICTOR D. BRUNELL JR.



Pensioner Victor D. Brunell Jr., 77, died April 15. A native of Louisiana, he joined the SIU in 1947 in the port of New Orleans. He sailed in the engine department as an electrician. A resident of Westwego, La., Brother Brunell retired in May 1985.

### LONNIE BUFORD

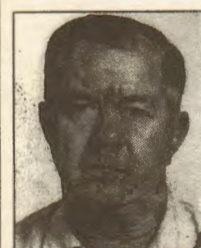


Pensioner Lonnie Buford, 78, passed away April 27. He started with the Seafarers in 1955 in the port of Baltimore, first sailing aboard the *Oremer*. Born in South Carolina, he worked in the steward department. During World War II, he served in the U.S. Army. Brother Buford was a resident of Randallstown, Md. and began receiving his pension in November 1983.

### JAMES W. BUGGS

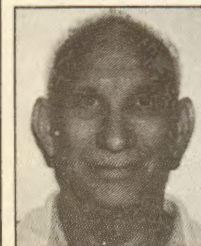
Pensioner James W. Buggs, 71, died April 27. A native of Louisiana, he first sailed with the SIU in 1956 from his hometown of Lake Charles. He last sailed as a member of the steward department aboard *Crowley's Senator*. Brother Buggs retired to Lake Charles in March 1991.

### GEORGE R. BURNS



Pensioner George R. Burns, 84, passed away March 28. A charter member of the SIU, he joined the union in 1938 in the port of Tampa, Fla. Born in Iowa, he sailed in the steward department. Brother Burns, who resided in Tampa, began receiving his pension in March 1968.

### WAYNE M. CRAVEY



Pensioner Wayne M. Cravey, 61, died April 9. A native of Florida, he started his career with the Seafarers in 1959 from the port of Tampa, Fla. sailing on inland vessels. The deck department member later transferred to the deep sea division and upgraded at the Lundeberg School in Piney Point, Md. where he attended an educational conference in 1971. From 1953 to 1956, he served in the U.S. Air Force. Brother Cravey was a resident

of Keystone Heights, Fla. and retired in March 1997.

### GEORGE A. DEHLMAR



George A. Dehlmarm, 54, passed away March 17. A native of California, he first sailed with the SIU in 1991 aboard the *USNS Chauvenet*. Brother Dehlmarm worked in the deck department and upgraded at the Lundeberg School. He last sailed as a bosun and lived in Wailua, Hi.

### THOMAS F. EVANS

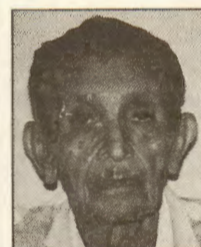
Thomas F. Evans, 46, died April 3. Born in Michigan, he began sailing with the Seafarers in 1984 from the port of Honolulu. Starting out in the steward department, Brother Evans later transferred to the engine department. He sailed primarily on vessels operated by American Hawaii Cruises. From 1978 to 1983, he served in the U.S. Army. Brother Evans was a resident of Warren, Mich.

### EDWIN L. GENTZLER



Pensioner Edwin L. Gentzler, 88, passed away April 15. Brother Gentzler started his career with the Seafarers in 1951 in the port of New York. The Pennsylvania native sailed as a member of the engine department. He was a veteran of World War II, having served in the U.S. Navy from 1941 to 1945. Brother Gentzler was a resident of York, Pa. He began receiving his pension in November 1975.

### WILLIAM HERNANDEZ



Pensioner William Hernandez, 79, died March 31. A native of Puerto Rico, he first sailed with the SIU in 1945 from the port of New York. Brother Hernandez was a member of the steward department. He retired in July 1975 and made his home in Dorado, P.R.

### ROY M. HORNER



Pensioner Roy M. Horner, 85, passed away March 4. The Tennessee native joined the Marine Cooks and Stewards (MC&S), before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). He last sailed as a chief cook. Brother Horner, who resided in Vancouver, Wash., began receiving his pension in July 1974.

### MICHAEL A. JOHNSON

Michael A. Johnson, 48, died of a heart attack at sea on April 25 aboard the *Sea-Land Spirit*. Born in Texas, he began sailing with the Seafarers in 1968 aboard the *San Francisco*. Brother Johnson worked in the deck department and upgraded at the Lundeberg School. He served in the U.S. Army, 101st Airborne in Vietnam. Brother Johnson was a resident of Geyserville, Calif.

### RUEL N. LAWRENCE

Pensioner Ruel N. Lawrence, 72,



passed away December 1, 1996. A native of Oklahoma, he first sailed with the MC&S in 1945, before that union merged with the SIU's AGLIWD. Prior to his retirement in September 1974, Brother Owens sailed as a chief steward aboard the *Hawaii Bear*, a Pacific Far East Line, Inc. vessel. He was a resident of San Francisco.

### NICHOLAS LEONE



Pensioner Nicholas Leone, 69, died March 30. Brother Leone joined the SIU in 1947 in his native New York. He sailed in the engine department and upgraded during his career. Brother Leone, a resident of Bayside, N.Y., began receiving his pension in November 1982.

### CHESTER LIPINSKI

Pensioner Chester Lipinski, 79, died January 27. Born in Toledo, Ohio, he began sailing with the MC&S from the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Lipinski resided in San Francisco and retired in July 1975.

### NICHOLAS C. LOPEZ

Pensioner Nicholas C. Lopez, 84, passed away May 18, 1996. A native of Puerto Rico, he first sailed with the MC&S in 1945, before that union merged with the SIU's AGLIWD. Prior to his retirement in June 1973, he signed off the *Kopaa*, a vessel operated by Matson Navigation Co. Brother Lopez was a resident of Jersey City, N.J.

### JOHN A. MCLAUGHLIN



Pensioner John A. McLaughlin, 77, died March 20. He started his career with the Seafarers in 1942 in the port of New York. Born in Canada, he sailed in the deck department. A resident of Seattle, Brother McLaughlin signed off the *Sea-Land Exchange* in 1980 and began receiving his pension in December of that year.

### VICTOR MLYNEK



Pensioner Victor Mlynek, 85, passed away April 7. Brother Mlynek joined the SIU in 1944 in the port of Norfolk, Va. The Massachusetts native sailed as a member of the steward department. A resident of Warren, R.I., he retired in July 1976.

### GERALDO MORALES

Pensioner Geraldo Morales, 69, died March 24. Born in the Virgin Islands, he began sailing with the Seafarers in 1961 aboard the *Steel Maker*, operated by Isthmian Lines. Brother Morales worked in the steward department and upgraded at the Lundeberg School. He was a resident of Jacksonville, Fla. and began receiving his pension in July 1975.

### JOSEPH C. OWENS

Pensioner Joseph C. Owens, 77,

passed away December 1, 1996. A native of Oklahoma, he first sailed with the MC&S in 1945, before that union merged with the SIU's AGLIWD. Prior to his retirement in September 1974, Brother Owens sailed as a chief steward aboard the *Hawaii Bear*, a Pacific Far East Line, Inc. vessel. He was a resident of San Francisco.

### ODELL B. POWELL



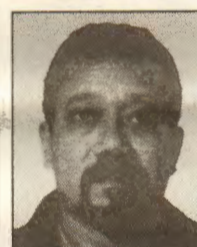
Pensioner Odell B. Powell, 72, died March 28. He first sailed with the SIU in 1943 from the port of New York aboard the *Eastern States*. A native of Virginia, he sailed in the deck department. Brother Powell, who resided in Brodnax, Va., began receiving his pension in May 1984.

### FRANK PREZALAR



Pensioner Frank Prezalar, 90, passed away April 1. Brother Prezalar joined the Seafarers in 1947 in the port of New York. Born in Poland, he worked in the steward department, last sailing as a chief cook. He was a resident of Fall River, Mass. and retired in February 1970.

### AMIN B. RAJAB III



Pensioner Amin B. Rajab III, 56, died April 19. Born in Queens, N.Y., he started sailing with the SIU in 1972 from the port of New York on the *Erna Elizabeth*, operated by Albatross Tanker Corp. Brother Rajab sailed in the deck department and frequently upgraded at the Lundeberg School. Prior to retiring in September 1994 to Scotch Plains, N.J., he signed off the *LNG Aquarius*, an Energy Transportation Co. vessel.

### MANUEL E. SANCHEZ



Pensioner Manuel E. "Blackie" Sanchez, 80, died March 21. A native of Florida, he was a charter member of the Seafarers, having started sailing with the union in 1938 from the port of Miami. A member of the deck department, he last sailed as a bosun. Brother Sanchez, who lived in Satsuma, Fla., began receiving his pension in July 1975.

### LIONEL L. SHAW JR.



Pensioner Lionel L. Shaw Jr., 62, passed away April 17. He began sailing with the SIU in 1969 aboard the *Chatham*, operated by Waterman Steamship Corp. A native of Massachusetts, he began working in the steward department and later transferred to the deck department. Brother Shaw upgraded frequently at the Lundeberg School. A resident of Shirley, Mass., he retired in May 1993. From 1951 to 1957, he served in the U.S. Army.

### CORNELIO T. TAVISORA



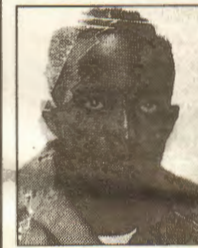
Pensioner Cornelio Tavisora, 87, died February 2. Born in the Philippine Islands, he joined the MC&S, before that union merged with the SIU's AGLIWD. Brother Tavisora was a resident of San Francisco and began receiving his pension in June 1973.

### CHARLES E. VEACH



Pensioner Charles E. Veach, 76, passed away March 13. Brother Veach began sailing with the Seafarers in 1946 from the port of Baltimore. Born in Oklahoma, he sailed as a member of the steward department. From 1939 to 1945, he served in the U.S. Army. Brother Veach resided in New Orleans and retired in October 1980.

### CHARLES WILSON



Pensioner Charles Wilson, 65, died April 18. He graduated from the Andrew Furuseth Training School and joined the Seafarers in 1962 in the port of New York. His first ship was the *Raphael Semmes*, operated by Sea-Land Service. The Alabama native sailed in the steward department and upgraded his skills at the Lundeberg School. Prior to retiring to Brooklyn, N.Y. in March 1997, he sailed aboard the *USNS Denebola*, operated by Bay Ship Management.

## INLAND

### RAYMOND E. ALCORN



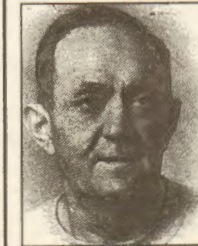
Pensioner Raymond E. Alcorn, 67, passed away April 2. After serving in the U.S. Navy from 1950 to 1975, he began sailing with the Seafarers from the port of Jacksonville, Fla. A native of Illinois, he sailed in the deck department and upgraded frequently at the Lundeberg School, where he graduated from the Towboat Operators Program in 1979. Boatman Alcorn, who resided in Neptune Beach, Fla., began receiving his pension in February 1993.

### KENNETH R. TUCKER

Kenneth R. Tucker, 58, passed away November 3, 1996. Born in Oklahoma, he started his career with the Seafarers in 1966. Boatman Tucker last sailed in 1975 in the deck department aboard vessels operated by Red Circle.

## GREAT LAKES

### GEORGE LUKAS



Pensioner George Lukas, 86, passed away April 5. A native of Pennsylvania, he started his career with the Seafarers in 1965 in the port of Cleveland. Brother Lukas sailed in the engine department and retired to Erie, Pa. in February 1977.

# Digest of Shipboard Union Meetings

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

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

**HMI PETROCHEM** (Hvide Marine), February 16—Chairman **Michael Galbraith**, Secretary **Ivan Salis**, Educational Director **Larry Philpot**, Engine Delegate **Ricky Williams**, Steward Delegate **H. Byran**. Crew requested repairs for TV, VCR and antenna. Chairman noted crew awaiting reply from headquarters concerning contract questions. He informed crewmembers that West Coast run will commence following departure from Texas ports. No beefs or disputed OT reported. Crew thanked galley gang for hard work and good food. Next ports: Port Arthur, Houston and Corpus Christi, Texas and Los Angeles.

**MAYAGUEZ** (NPR, Inc.), February 5—Chairman **Joseph Mele**, Secretary **Nick Andrews**, Educational Director **C.M. Devonish**, Engine Delegate **Patrick McPherson**. Crew advised to address questions on new contract and Seafarers Money Purchase Pension Plan to boarding patrolman. Crew asked contracts department to clarify if a draw should be conducted in every port and when relief workers are to be contacted. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. New tiles and furniture requested for lounge and mess hall. Crew also asked for new washing machine and dryer. Next ports: San Juan, P.R. and Jacksonville, Fla.

**SEA-LAND CHALLENGER** (Sea-Land Service), February 16—Chairman **Monte Grimes**, Secretary **Donna Jean Clemons**, Educational Director **Brian Connell**, Deck Delegate **Frank Cammuso**, Engine Delegate **Aldo Santiago**, Steward Delegate **Mario Firme**. Chairman advised crewmembers of estimated time of arrival in Long Beach, Calif. Secretary reported current movie fund and repair list posted for crewmembers to view and add requests. He urged members to upgrade at Lundeberg School and noted importance of tanker operation/safety course. No beefs or disputed OT reported. Secretary advised crewmembers to use proper water level when using washing machine. Crewmembers extended special vote of thanks to DEU **Ahmedisa Amed** for job well done. Chairman requested crewmembers check with electrician when replacing light bulbs in their quarters and reminded them not to use regular bulbs. Crewmembers discussed need for better lighting on port aft side of ship. Bosun informed crew he will be attending recertification course at Lundeberg School and Aldo Santiago will take over as chairman.

**SEA-LAND EXPLORER** (Sea-Land Service), February 25—Chairman **Thomas Trehern**, Secretary **William Burdette**, Educational Director **Guy Pollard-Lowsley**, Deck Delegate **Edward O'Brien**, Engine Delegate **Patrick Lynch**. Chairman announced arrival in

port of Long Beach, Calif. He thanked crewmembers for hard work accomplished during voyage and extended special vote of thanks to steward department for great meals. Educational director reminded members to upgrade at Piney Point. Beef reported by engine delegate. No beefs or disputed OT reported by deck or steward delegates. Chairman read letter from Sea-Land concerning crewmembers signing off vessel in a port other than the one in which they signed on. Crew requested copy of contract. Chairman and crew discussed need for shipboard telephone service in Yokohama. Crewmembers noted dangerous conditions of walking port of Yokohama to use phone. Next ports: Long Beach and Oakland, Calif.

**SEA-LAND PACIFIC** (Sea-Land Service), March 9—Chairman **Lothar Reck**, Secretary **Robert Mosley**, Educational Director **David Gorduis**, Deck Delegate **Larry Lee**, Engine Delegate **William Cassel**, Steward Delegate **Kaid Adam**. Chairman advised crewmembers to continue SPAD donations and keep informed through *Seafarers LOG*. He asked all members to keep rooms and laundry area clean. Educational director reminded crew to upgrade at Paul Hall Center. No beefs or disputed OT reported. Bosun announced purchase of seven small refrigerators in Honolulu for crewmembers' use. Crew thanked steward department for job well done. Crewmembers observed moment of silence for deceased SIU member **John Ross**, who had sailed aboard the *Sea-Land Pacific*. Next port: Tacoma, Wash.

**SEA-LAND PERFORMANCE** (Sea-Land Service), March 23—Chairman **Richard Moss**, Secretary **Stephanie Sizemore**. Chairman announced ship payoff in port of Charleston, S.C. He thanked crewmembers for fine job keeping ship clean. Educational director advised eligible members to upgrade at Piney Point. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew thanked galley gang for great meals.

**SEA-LAND PRODUCER** (Sea-Land Service), March 27—Secretary **David Cunningham**. Secretary reported ship's arrival in port on March 28. Bosun reminded everyone to apply for the new Training Record Book. Educational director stressed importance of upgrading at Lundeberg School. Treasurer announced \$1,950 in ship's fund. Disputed OT reported by engine delegate. No beefs or disputed OT reported by deck or steward delegates. Bosun thanked engine department for special donation to ship's fund. Crewmembers thanked steward department for job well done. Electrician asked that list of crewmembers requesting a draw be kept confidential rather than being posted on bulletin board. Crew notified

*Seafarers LOG* the ship was awarded the "Third Tier" safety award by Sea-Land. Bosun announced all crewmembers will receive safety jackets from the company in recognition of the special award.

**SEA-LAND TRADER** (Sea-Land Service), March 2—Chairman **Larry Watson**, Secretary **Kevin Dougherty**, Educational Director **Milt Sabin**, Deck Delegate **Pam Taylor**, Engine Delegate **Joe Laguana**, Steward Delegate **Mila Clark**. Chairman reported letter was drafted and sent to union headquarters concerning new ship-ping rules. Bosun advised crew of fire and boat drill in port of Oakland, Calif. No beefs or disputed OT reported. Crewmembers requested copy of contract and information on Seafarers Money Purchase Pension Plan. Chairman asked crew to separate plastic from regular refuse. Next ports: Tacoma, Wash.; Oakland; Honolulu and Guam.

**SEA-LAND VOYAGER** (Sea-Land Service), March 2—Chairman **Stephen Garay**, Secretary **Emanuel Douroudous**, Educational Director **Raymond Clock**, Steward Delegate **Dien Short**. Bosun urged members to attend upgrading courses, especially the tankerman operation/safety class, at the Lundeberg School. He advised crew of payoff upon arrival in port of Tacoma. No beefs or disputed OT reported. Crewmembers thanked galley gang for superb food.

**CHAMPION** (Kirby Tankships), March 1—Chairman **George Khan**, Secretary **James Thacker**, Educational Director **James McDaniel**, Steward Delegate **Richard Blakey**. Chairman discussed upcoming payoff. Secretary reminded crew to upgrade skills at Piney Point. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Chairman requested payoff slips. Steward asked for deep fryer for galley. Crew thanked steward department for job well done.

**LNG LEO (ETC)**, April 20 —Chairman **Aubrey Davis**, Secretary **Henry Jones Jr.**, Educational Director **George Henderson**, Deck Delegate **Thanh Duong**, Steward Delegate **Benedict Opaon**. Crew pleased by visit of union representative to LNG vessels and noted a number of union matters were discussed in detail at that time. Bosun discussed new LNG programs offered at Lundeberg School. Educational director announced arrival of new gym and recreational equipment including ping-pong balls, basketballs and table games. He also advised members to upgrade at Paul Hall Center when possible. No beefs or disputed OT reported. Chairman stated SIU President **Michael Sacco's** report from *Seafarers LOG* is posted for all to read. Crew requested the union issue special SIU medical identification cards to members and their families. Bosun reminded crewmembers to keep noise down in passageways while others are sleeping. Crew thanked steward department for special dinners. Next ports: Oita, Japan; Bontang, Indonesia; Nagoya, Japan and Arun, Indonesia.

**OOCL INNOVATION** (Sea-Land Service), April 2—Chairman **Calvin James**, Secretary **William Pitt**. Secretary encouraged members to upgrade at Paul Hall Center. Educational director urged

crew to donate to SPAD. No beefs or disputed OT reported.

**OOCL INSPIRATION** (Sea-Land Service), April 6—Chairman **Mark Trepp**, Secretary **Ekow Doffoh**, Educational Director **David Powers**, Deck Delegate **Christopher Janics**, Engine Delegate **Steven Kues**, Steward Delegate **Gina Lightfoot**. Educational director reminded crewmembers of importance of donating to SPAD and upgrading at

vessel. Beef reported by engine delegate. No beefs or disputed OT reported by steward or deck delegates. Crew commended steward department, especially Chief Cook **Maxie**, for excellent work. Next port: Long Beach, Calif.

**SEA-LAND EXPLORER** (Sea-Land Service), April 6—Chairman **Skip Yager**, Secretary **William Burdette**, Educational Delegate **Guy Pollard-Lowsley**, Deck Delegate **Edward O'Brien**,

## Shipboard Meeting Aboard the Leo



While docked in Japan recently, crewmembers gathered in the galley of the *LNG Leo* for a shipboard union meeting. From the left are QMED **Larry Pittman**, DEU **James Hagner** and QMED **Tony Yore**.

Piney Point. He further advised members to apply for their Training Record Book as soon as possible. Crewmembers discussed purchase of new movies and extended vote of thanks to Bosun **Trepp** for managing current movie library. No beefs or disputed OT reported. Crew thanked steward department for job well done. Steward extended special thanks to AB **George Tamlin** for the beautiful hand-carved "Inspiration Galley" sign to hang above galley door. Next port: Elizabeth, N.J.

**OVERSEAS OHIO** (Maritime Overseas), April 15—Chairman **Clifford Perreira**, Secretary **K.D. Jones**, Educational Director **Tom Woerner**, Deck Delegate **Walter Weaver**, Engine Delegate **John Lange**, Steward Delegate **Gary Loftin**. Secretary reminded members to upgrade and contribute to SPAD. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate. Steward asked crew to return jams and jellies back to refrigerator after use. Crew thanked galley gang for job well done.

**SEA-LAND ANCHORAGE** (Sea-Land Service), April 22—Chairman **Tim Murphy**, Secretary **Aubrey Gething**, Educational Director **Michael Phillips**, Deck Delegate **John Kelly**, Engine Delegate **Lee Cowan**, Steward Delegate **Said Monasar**. Chairman advised crewmembers of U.S. Coast Guard inspection on May 24. No beefs or disputed OT reported. Crew requested copy of contract. Steward discussed rules of sanitation with crewmembers. Next port: Tacoma, Wash.

**SEA-LAND ENDURANCE** (Sea-Land Service), April 13—Chairman **Hayden Gifford**, Secretary **James E. Harper**, Educational Director **Robert Mayer**, Deck Delegate **John Mahoney**, Engine Delegate **Brent Johnson**, Steward Delegate **Daniel Maxie Sr.** Chairman urged all crewmembers to become familiar with ship's fire equipment and stations. Secretary encouraged members to upgrade at Piney Point and continue to write letters to congressmen. He reminded members to clean rooms prior to signing off

Engine Delegate **Patrick Lynch**, Steward Delegate **J. Ali**. Chairman thanked crewmembers for good trip and reported ship scheduled to meet Long Beach, Calif. pilot on Tuesday, April 8. He added payoff will take place after ship is cleared into port. Bosun thanked galley gang for good food and advised members to contribute to SPAD. Educational director reminded members to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew requested second washing machine for laundry room. Next port: Long Beach.

**SEA-LAND PACIFIC** (Sea-Land Service), April 13—Chairman **Lothar Reck**, Secretary **Robert Mosley**, Deck Delegate **Larry Lee**, Engine Delegate **William Cassel**, Steward Delegate **Kaid Adam**. Chairman stressed importance of donating to SPAD and upgrading at Paul Hall Center. Educational director thanked steward department. Treasurer announced \$60 in movie fund and \$290 in ship's fund. No beefs or disputed OT reported. Bosun asked crew to rewind videotapes before returning them to movie cabinet. Crew gave special vote of thanks to radio operator for his hard work. Next port: Tacoma, Wash.

**SEA-LAND TRADER** (Sea-Land Service), April 6—Chairman **Larry Watson**, Secretary **Kevin Dougherty**, Educational Director **Milt Sabin**, Deck Delegate **Pam Taylor**, Engine Delegate **Abdulfid Hussain**, Steward Delegate **Milagros Clark**. Bosun informed crew that Tacoma, Wash. patrolman clarified crewmembers' questions concerning off time. Chairman thanked crew for job well done in Oakland, Calif. on U.S. Coast Guard fire and lifeboat drills. Treasurer reported ship's fund purchased new movies and compact disc music system for vessel. No beefs or disputed OT reported. Chairman informed crew new coffee machine was ordered for lounge. Bosun reminded crew to separate plastics and recyclables from regular trash and to refrain from slamming doors in crew quarters area. Steward urged members to prevent fires by cleaning lint filter in dryer before and after each use. Next ports: Tacoma, Oakland, Honolulu and Guam.

## Labor News

### Feldman Named President Of Teachers Union

On May 6, the American Federation of Teachers (AFT) executive council named Sandra Feldman as the union's new president. Feldman served as president of the United Federation of Teachers (UFT), the union's largest affiliate, which represents New York City teachers. She will complete the unexpired term of AFT President Albert Shanker, who died in February.

Feldman is the first woman since 1930 to serve as the president of the AFT. Born in New York City and educated in city public schools, Feldman holds a master's degree in English literature from New York University.

Widely recognized as an authority on urban education, Feldman is known in New York City as a tough negotiator for teachers and an advocate for children.

### Federal Mediator Calls for Talks Between UAW and Caterpillar

The Federal Mediation and Conciliation Service recently called for a series of meetings between the United Auto Workers (UAW) and Caterpillar Inc.

Some 13,000 UAW workers have been working without a contract, under terms imposed by the heavy-equipment maker, since 1991.

UAW members went out on strike for the first time in 1991 when Caterpillar demanded concessions and subsequently refused to negotiate a fair contract. The workers returned to their jobs several months later when the company threatened to hire scab replacements.

The struggle for a fair contract continued to escalate until 1994 when the Caterpillar union members returned to the picket lines for 18 months.

The UAW members resumed work in mid-1995 and have been conducting an in-plant fight for a contract. The two sides have not met to negotiate a contract since late 1995.

### Steelworkers Win Fight to Represent Workers at Canadian Wal-Mart

According to a recent article in the *Label Letter*, a publication of the AFL-CIO Union Label and Service Trades Department, 200 employees at a Wal-Mart store in Windsor, Ontario may become the first of any of the Arkansas-based discount chain's 2,600 stores to be represented by a union.

The Ontario Labour Relations Board (OLRB) has ruled that the Steelworkers should be certified as the employees' union due to the anti-union campaign conducted by management. The OLRB noted management's "subtle but extremely effective threat" to employees' jobs made the results of a representation election meaningless.

A rerun election would be "equally meaningless" because of the anti-union atmosphere fostered by store management, the OLRB stated.

Wal-Mart has said it plans to appeal the ruling. However, according to the *Toronto Globe and Mail*, both management and union attorneys say there is little chance the labor-board decision will be overturned.

### Detroit Solidarity Event Planned For Striking Newspaper Workers

On June 20 and 21, trade unionists from across the country will gather in Detroit for Action! Motown '97, two days of solidarity activities in support of the 2,000 locked-out workers at the *Detroit Free Press* and the *Detroit News*.

Action! Motown '97 will include a prayer vigil in front of the *Detroit News* building, a dinner and a dance on Friday, June 20 and a march, rally and entertainment on Saturday, June 21.

For more information and to find out how union members can support Detroit's striking workers through participation in Action! Motown '97, call toll-free 1-888-97Motown.

### Taking OshKosh Out of B'Gosh: Company Closes U.S. Plants

After making bib overalls and children's clothing for more than 100 years in Oshkosh, Wis., OshKosh B'Gosh has revealed plans to close its remaining U.S. plants in Oshkosh, the city whose name it adopted, and Columbia, Ky.

No decision has been made as to whether the company will be permitted to continue to use a name on its products that identifies them with a U.S. location after it has moved production operations overseas.

According to the United Food & Commercial Workers Local 126G, the move by OshKosh B'Gosh will eliminate the jobs of 475 workers.

For several years, most of the company's products have been produced in factories located in India and Bangladesh.

### AFL-CIO NATIONAL BOYCOTTS



MAY / JUNE 1997

#### BUILDING MATERIALS & TOOLS

BROWN & SHARPE MFG. CO.  
Measuring, cutting and machine tools and pumps  
► Machinists

ROME CABLE CORP.  
Cables used in construction and mining  
► Machinists

SOUTHWIRE CO.  
Commercial and industrial wire and cable;  
Do-It-Yourself brand homewire  
► Electrical Workers

#### CLOTHING

MASTER APPAREL  
Men's and boys' pants. Labels include Botany 500,  
Hills and Archer, and Blair  
► Electronic Workers

#### FOOD & BEVERAGES

CALIFORNIA TABLE GRAPES  
Table grapes that do not bear the UFW label on their  
carton or crate  
► Farm Workers

DIAMOND WALNUT CO.  
Diamond brand canned and bagged walnuts and  
walnut pieces  
► Teamsters

#### FARMLAND DAIRY

Milk sold under the Farmland Dairy label in stores  
in Connecticut, New Jersey and New York.  
► Teamsters

TYSON/HOLLY FARMS CHICKEN  
Chicken and processed poultry products  
► Teamsters

#### TRANSPORTATION & TRAVEL

ALITALIA AIRLINES  
Air transport for passengers and freight  
► Machinists

BEST WESTERN-GROSVENOR RESORT  
Hotel in Lake Buena Vista, Fla.; located at Disney  
World, but separately owned and operated  
► Hotel Employees & Restaurant Employees

CROWN CENTRAL PETROLEUM  
Gasoline sold at Crown, Fast Fare and Zippy Mart  
stations and convenience stores  
► Oil, Chemical & Atomic Workers

FOUR POINTS BY SHERATON  
Hotel in Waterbury, Conn.  
► Hotel Employees & Restaurant Employees

FRONTIER HOTEL & GAMBLING HALL  
Casino hotel in Las Vegas  
► Hotel Employees & Restaurant Employees

KAUAI RESORT  
Hotel in Kapaa, Hawaii  
► Longshoremen & Warehousemen

MICHELIN  
Michelin brand tires  
► Steelworkers

NEW OTANI HOTEL & GARDEN  
Hotel in downtown Los Angeles  
► Hotel Employees & Restaurant Employees

OGLEBAY PARK  
Wheeling, W.Va., park/resort/recreation complex  
► Hotel Employees & Restaurant Employees

#### OTHERS

BLACK ENTERTAINMENT TELEVISION  
BET cable television, Action pay-per-view, Bet on Jazz  
► Electrical Workers

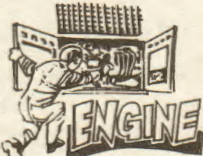
R.J. REYNOLDS TOBACCO CO.  
Cigarettes: Best Value, Camel, Century, Doral, Eclipse,  
Magna, Monarch, More, Now, Salem, Sterling, Vantage,  
and Winston; plus all Moonlight Tobacco products  
► Bakery, Confectionery & Tobacco Workers

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO

### First Unlicensed Apprentice Ships Out



Earlier this year, the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., restructured its program for entry-level mariners. The revised curriculum includes 90 days of shipboard training plus increased schooling at the center. Last month, Anthony Christian Tam Sing (pictured above, at right) became the first unlicensed apprentice to ship out for the 90 days' training aboard a vessel. He reported to the *Overseas Washington* in San Francisco after conferring in Piney Point with Betty Smith of the port agent's office and SIU Vice President Contracts Augie Tellez.



# UPGRADE



AT THE LUNDEBERG SCHOOL

## SUMMARY ANNUAL REPORT FOR THE SIU PD SUPPLEMENTAL BENEFITS FUND, INC.

This is a summary of the annual report for the SIU PD Supplemental Benefits Fund, Inc. [Employer Identification No 94-1431246, Plan No. 501] for the year ended July 31, 1996. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The SIU PD Supplemental Benefits Fund, Inc. has committed itself to pay benefit claims incurred under the terms of the plan.

### Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$7,830,507. These expenses included \$526,930 in administrative expenses and \$7,303,577 in benefits paid to participants and beneficiaries. A total of 1,114 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$3,071,986 as of July 31, 1996, compared to \$2,904,911 as of the beginning of the plan year. During the plan year, the plan experienced an increase in its net assets of \$167,075. The plan had a total income of \$7,997,582, including employer contributions of \$7,426,354, earnings from investments of \$202,287, receipts from other funds as reimbursement for a pro-rata share of joint expenses of \$271,263, and other income of \$97,679. Employees do not contribute to this plan.

### Your Rights to Additional Information

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

1. An accountant's report;
2. Assets held for investments;
3. Transactions in excess of five (5) percent of the fund assets;
4. Fiduciary information, including transactions between the plan and parties-in-interest [that is, persons who have certain relationships with the plan].

To obtain a copy of the full annual report, or any part thereof, write or call the office of the plan administrator, SIU PD Supplemental Benefits Fund, Inc., 522 Harrison Street, San Francisco, CA 94105. The telephone number is (415) 495-6682.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a full annual report from the plan administrator, these two statements will be included as part of that report.

You also have the legally protected right to examine the annual report at the main office of the plan, 522 Harrison Street, San Francisco, CA 94105, and at the U.S. Department of Labor (DOL) in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

## SUMMARY ANNUAL REPORT FOR THE SIU PACIFIC DISTRICT PENSION PLAN

This is a summary of the annual report for the SIU Pacific District Pension Plan [Employer Identification No. 94-6061923, Plan No. 001] for the year ended July 31, 1996. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

### Basic Financial Statement

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$14,262,334. These expenses included \$642,724 in administrative expenses and \$13,619,610 in benefits paid to participants and beneficiaries. A total of 5,117 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$147,627,328 as of July 31, 1996, compared to \$154,552,183 as of July 31, 1995. During the plan year, the plan experienced a decrease in its net assets of \$-6,924,855. This decrease included unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year.

The plan had a total income of \$7,337,479, including employer contributions of \$7,226, earnings from investments of \$10,239,816, stock dividends of \$256,053, less investment expenses of \$-319,798, unrealized appreciation (depreciation) of assets of \$-2,853,665 and other income of \$7,847. Employees do not contribute to this plan.

### Minimum Funding Standards

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

### Your Rights to Additional Information

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

1. An accountant's report;
2. Assets held for investments;
3. Actuarial information regarding the funding of the plan;
4. Transactions in excess of five (5) percent of plan assets; and
5. Fiduciary information, including transactions between the plan and parties-in-interest [that is, persons who have certain relationships with the plan].

To obtain a copy of the full annual report, or any part thereof, write or call the office of the plan administrator, SIU Pacific District Pension Plan, 522 Harrison Street, San Francisco, CA 94105. The telephone number is (415) 495-6882.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a full annual report from the plan administrator, these two statements will be included as part of that report.

You also have the legally protected right to examine the annual report at the main office of the plan, 522 Harrison Street, San Francisco, CA 94105, and at the U.S. Department of Labor (DOL) in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, N4677, Pension and Welfare Benefit Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20216.

## Sacco Stresses Significance of Safety and Union Education



"The ETC fleet has the best safety record in the world, and that record is a direct result of the hard work, knowledge, and dedication of you, the Seafarers, who crew the eight vessels," SIU President Michael Sacco told SIU members attending the LNG recertification course at the Lundberg School last month. Discussing the state of the maritime industry, the importance of supporting the SIU, upgrading, and the future of the U.S.-flag tanker fleet, Sacco noted, "The outstanding reputation of the SIU-contracted LNG carriers is second to none. That is why it is more important than ever to continue to educate yourself and stay on top of all the regulations governing the industry." Joining Sacco in his meeting with the LNG class are Executive Vice President John Fay, Secretary Treasurer David Heindel, Vice President Contracts Augie Tellez and Headquarters Representative Carl Peth.

## 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.

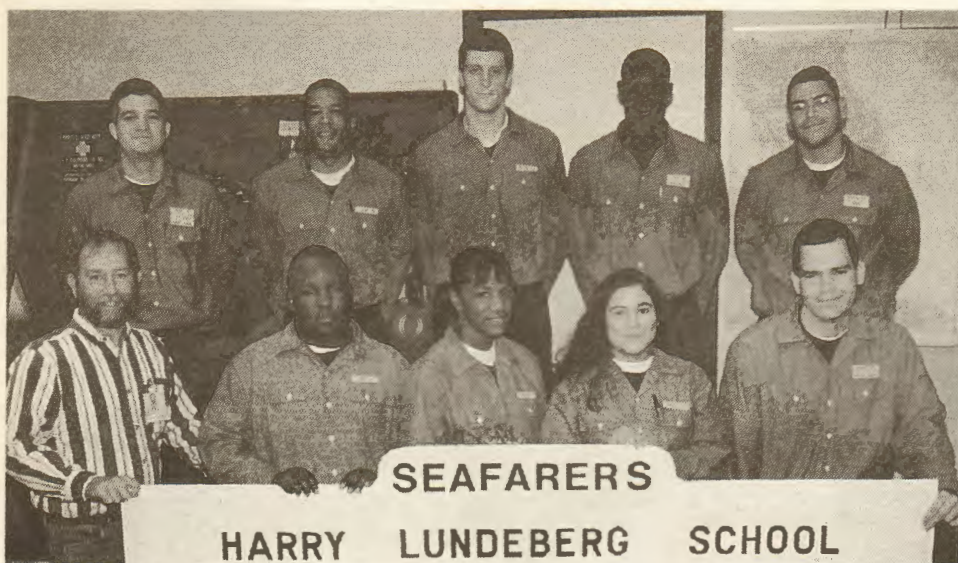
If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

**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.

# Lundeberg School Graduating Classes



SEAFARERS

HARRY LUNDEBERG SCHOOL

**Trainee Lifeboat Class 563**—Graduating from trainee lifeboat class 563 are (from left, kneeling) Ben Cusic (instructor), Carlos Lewis, Annie Nodd, Celina Ortega, Timothy Kemper, (second row) Davey DeHart, Leray Leasure, Jon Rolston, Willie B. Tyson and Richard Serrano.



**Refrigeration Systems**—Receiving their certification in refrigeration systems on April 25 are (from left, kneeling) James Weismore, Baldev Singh, Michael Martykan, (second row) Eric Malzkuhn (instructor), John Walsh, Jon Beard, Alfred Herrmann and Howard Hendra Jr.



**Tanker Assistant DL**—Upgrading graduates of the April 25 tanker assistant DL class are (from left, first row) Mickey Noble, Robert Elliott, Gregorio Blanco, Kenneth Sullivan, Kelly Graham, (second row) Randall Porter, Pablo Garcia Bermudez, Eugene Finley, Mark Francois, Damon Lobel, Dennis Bennett, Jim Shaffer (instructor), Ronald Paradise, (third row) Kurt Benjamin, Gregorio Alvarez, Samuel Garrett, William Michael, Frank Cottongin III, Trent Sterling, Wendy Fearing and Julie Gramling.



**Upgraders Lifeboat**—SIU members completing the upgraders lifeboat class on April 30 are (from left) Ben Cusic (instructor), Amilcar Bermudez, David Tillman, Wendy Fearing, Bret Hughes and Robert Pabon.



**Crane Maintenance**—Upgrading members of the deck department completing the crane maintenance course in May are (from left) Frank Hedge, Bobby Garcia, Moh Ahmed, Frank Cottongin III, Eric Melle, Don Rico and Eric Malzkuhn (instructor).



**Oil Spill Prevention and Containment**—Upgrading members completing the oil spill prevention and containment class on April 4 are (from left, kneeling) Ted Crockett, Jerry Mercer, Lawrence Isenhardt, John Crockett, (second row) Jim Shaffer (instructor), Wesley Ross, Ernest Larson, David Wigley, Oliver Babajko and Harry Walton.



**Radar**—Marking their graduation on April 30 from the radar class are (kneeling) Vincent Ippolito Jr., (from left, standing) John Arnold, John Gibbons, Marvin Chester, Casey Taylor (instructor) and Evans Smith.



**LNG Recertification**—Completing the LNG recertification course on May 23 are (from left, first row) Martin Buck, Andre Skevnick, Shawn Fujiwara, Dasril Panko, Rene Rosario, Allen Scott, John Smith (instructor), (second row) Harry Massa, Steven Cookson, Craig Pare, Monte Pereira, Nick Marcantonio, Francis Ostendarp, Charles Pomraning, (third row) John Thompson, Michael Presser, Larry Pittman, Eric Orscheln, Kenneth Stathos, Floyd Hackman and Woodrow Shelton Jr.

## LUNDEBERG SCHOOL 1997 UPGRADING COURSE SCHEDULE

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

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

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

### Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	September 22	November 14
Lifeboatman	July 14	July 25
	August 11	August 22
	September 8	September 19
	October 6	October 17
	November 3	November 14
Limited License/License Prep.	July 28	September 19
Radar Observer/Unlimited	August 4	August 15
	October 6	October 17
	November 17	November 28
Radar Recertification (one day class)	July 10	
	August 14	
	October 16	
	November 28	
Third Mate	August 25	December 12

### Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	August 4	September 5

### Steward Upgrading Courses

Course	Start Date	Date of Completion
Certified Chief Cook/Chief Steward	July 12	October 3
	July 26	October 17
	August 9	October 31
	August 23	November 14
Galley Operations	July 12	August 8
	July 26	August 22
	August 9	September 5
	August 23	September 19

*All steward upgrading courses listed are for July and August only. Check future LOGs for additional classes.*

### Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	November 3	December 12
Hydraulics	October 20	November 14
Marine Electrical Maintenance II	August 11	September 19
Marine Electronics Tech II	July 28	August 22
Welding	September 22	October 17

### Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	July 14	July 25
	October 27	November 7
Tanker Assistant DL	August 25	September 12
	September 22	October 10
	October 20	November 7
	November 17	December 5
LNG Familiarization	September 8	September 26
	November 17	December 4
Tankerman Barge PIC	August 25	September 5
	October 20	October 31

### Additional Courses

Course	Start Date	Date of Completion
GED Preparation	August 25	November 15
English as a Second Language (ESL)	July 8	August 2
	November 4	November 29
Adult Basic Education (ABE)	July 14	August 22
	September 1	October 10
	October 20	December 5
Lifeboat Preparation	July 28	August 8
	August 25	September 5
	September 22	October 3
	October 20	October 31
	November 17	November 28
Introduction to Computers	Self-study	

(In addition, English, history, math, psychology and physics courses are offered in the college program. Check with the admissions office for specific dates.)

## UPGRADING APPLICATION

Name \_\_\_\_\_

Address \_\_\_\_\_

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

Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member ☐

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

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

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

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

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

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

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

Have you attended any SHLSS upgrading courses? ☐ Yes ☐ No

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

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

☐ Yes ☐ No Firefighting: ☐ Yes ☐ No CPR: ☐ Yes ☐ No

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

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

COURSE	BEGIN DATE	END DATE

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

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

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

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

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

6/97



The

Volume 59 Number 6

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# Seafarers Log

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

## SUMMARY ANNUAL REPORTS

The summaries of the annual reports for the SIU PD Supplemental Benefits Fund, Inc. and the SIU Pacific District Pension Plan may be found on page 21.

## Thompson Earns Associate's Degree From Hall Center Seafarer Reaches Long-Range Goal After Years of Persistence

Hard work, perseverance and dedication to long-range goals pay off. Just ask Bosun John Thompson, who recently received his Associate of Applied Science Degree in Nautical Science Technology from the Paul Hall Center's Harry Lundeberg School of Seamanship in Piney Point, Md.

Thompson, a 21-year SIU member, was presented with his diploma by SIU President Michael Sacco at the May membership meeting in Piney Point.

"This is a great accomplishment for me. I began work on my degree in 1985 when the college program at the Lundeberg School first began," the Baltimore native told the group of upgraders and union officials gathered for the meeting.

"Since then, I have returned to Piney Point every chance that I had to upgrade, each time taking another course toward my degree. I have worked long and hard for this," noted Thompson.

Citing the success of the Seafarer, Sacco stated, "John is a fine example of what the Paul Hall Center and education are all about."

### Lifelong Love of Sea

Growing up in Baltimore, Thompson became familiar with merchant shipping at a young age. My family lived on the waterfront, and I would spend entire days just watching the vessels sail in and out of port. Because of my environment and interest in shipping, I was aware of the SIU and the

Lundeberg School. Even then, I knew that one day I would make my living as a Seafarer," recalled the 40-year-old, who now resides in Maine.

In 1976, at the age of 19, Thompson signed on his first SIU-contracted vessel, the *Thomas Lynch*, in the port of New York.

"I have always understood that my success as a Seafarer depends on my level of knowledge. After my first voyage as an SIU member, I couldn't wait to learn everything there was to know about being a professional mariner," recalled Thompson.

The road to success was not always easy for the deck department member. "As a seaman, it can be difficult to find the time to upgrade. There are cargoes to be delivered, and Seafarers needed to man the ships. There have been years when I haven't made it to Piney Point at all. In other years, I came to the school several times. And when I did, I squeezed as many academic courses as I could into my schedule. When you truly want something, you can find a way."

On most trips to the Lundeberg School, Thompson would attend deck department courses during the day and spend his evenings taking the classes needed for his associate's degree. However, several times he had to make a special trip to the school to attend a degree-related course that was only offered once during that particular year.

Ed Fitzgerald, the Lundeberg School's academic department coordinator, praised Thompson's accomplishments. "We are all very proud of John. The way he earned his degree shows what a talented and dedicated individual he is."

"John has gotten much more than a diploma from the Lundeberg School. He has a deep sense of pride and accomplishment as well as confidence that will last a lifetime," Fitzgerald said.

### Aids Shipboard Duties

Summarizing the importance of improving skills, both professionally and academically, Thompson stated, "I realize that a lot of the younger members are sometimes intimidated by a new job aboard an unfamiliar ship. My advice to them is to keep upgrading and furthering your skills as a

Seafarer. Because of my level of interest in getting the best education possible, I always know that I am prepared for that next job—no matter what the ship or voyage."

"Over the years, many of my fellow SIU members have asked me why I bother to take academic classes. I tell them that when I am aboard a ship, the courses I've taken help me be a better mariner and perform my job in the best possible way."

"I have a broad view of the work I perform and a high level of confidence in how I do it," explained Thompson.

Reflecting on his plans for the future, the Seafarer emphasizes that his goals are far from being reached.

"What now? Well, I haven't gone as far as I can. I plan to continue my education in a four-year program, and it is



Bosun John Thompson is presented with his Associate of Applied Science Degree in Nautical Science Technology by SIU President Michael Sacco at the May membership meeting in Piney Point, Md.

impossible for me to say how far I will go or how long it will take for me to get there. But that is what I said when I started the two-year program in Piney Point 12 years ago.

"There will be new ships, new equipment and new regula-

tions. I will always be required to upgrade my level of knowledge to stay on top of the industry. The U.S.-flag merchant fleet is constantly changing and where I am going is into the future with the SIU," concluded Thompson.

## From Basic English to College Degree, The Lundeberg School Promotes Educating SIU Members

From the facility's beginning, the late SIU President Paul Hall had a clear understanding of what he wanted the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. to become. "We want to train seamen to meet the job opportunities of the future," he said. "We have to educate the whole person."

Through the years, the Lundeberg School has furthered Hall's philosophy by proving that the blend of vocational and academic goals increases student motivation and success dramatically.

The school first began offering courses in basic education in 1970. Among the classes offered today are English as a Second Language, basic mathematics and reading skills. Since the program's inception, more than 1,500 Seafarers have received their high school equivalency diplomas.

In 1985, the school developed its own college degree program so SIU members could earn associate of arts degrees in Nautical Science Technology and Marine Technology. Bosun John Thompson (see story on this page) was one of the first to enroll in the program, and now has his associate's degree.

Other Seafarers who want to further their education are working toward their degrees at the Lundeberg School.

QMED Trent Sterling, who joined the union in 1991 in the port of Piney Point, is studying for his associate's degree. He is currently taking English 101 and Math 101 at the Paul Hall Center.

"The classes have not only refreshed my mind about the basics, but also helped open my eyes and imagination to the many possibilities that lie ahead," stated Sterling in a recent letter to the *Seafarers LOG*.

"The courses are very informative, and the teachers are always willing to help with any questions or problems that may arise. With these courses, I hope to move forward in achieving one of my goals in life: to get an Associate of Applied Science Degree in Marine Technology. Thanks to the union, I now have the opportunity to do so."

"All Seafarers should take advantage of the opportunity to get a college degree through the

Lundeberg School. There are many great things that I have received, thanks to the SIU, and this is just one more to add to a long list," Sterling said.

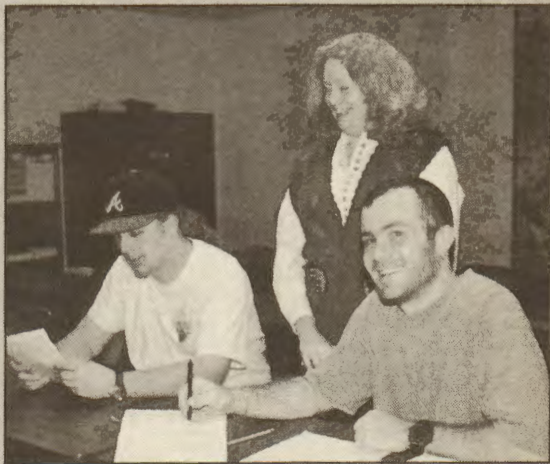
"I do not have any set plans as to what is next, but if things go right, I would like to continue sailing while I pursue my education. I would like to get a doctorate in Marine Engineering, but I will be satisfied if I only achieve my bachelor's degree," said Sterling, who sails from the port of Houston.

Robert D.J. Mayer, a QMED who joined the union in Piney Point in 1990, also is attending the college-level courses at the Lundeberg School.

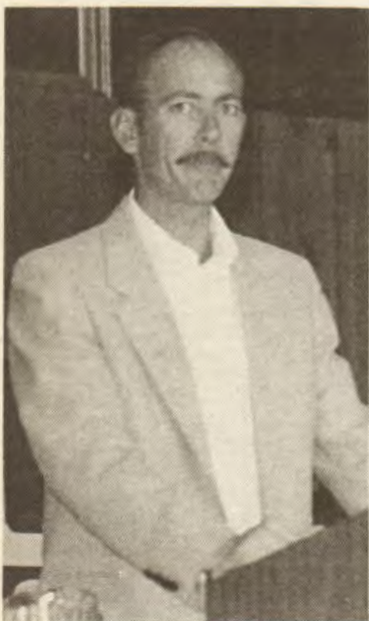
"I think it is great that our union gives its members the opportunity to receive higher education through the Lundeberg School," stated Mayer, a Seattle native.

"The teachers in the academic department have taken a lot of time to be sure that I receive all the help I need to be successful in my courses. I would highly recommend these classes to any Seafarer interested in furthering their education," Mayer concluded.

For more information on the courses available at the school, contact the admissions office at (301) 994-0010, ext. 5202, or see the schedule on page 23 of this issue of the *Seafarers LOG*.



Trent Sterling (left) and Robert Mayer agree that the school's instructors, like English teacher Peggy Densford, are always willing to help them succeed.



In his graduation speech at the Piney Point membership meeting, John Thompson thanks the SIU and the Paul Hall Center for providing him with the opportunity to obtain his college degree.