



The Seafarers LOG

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

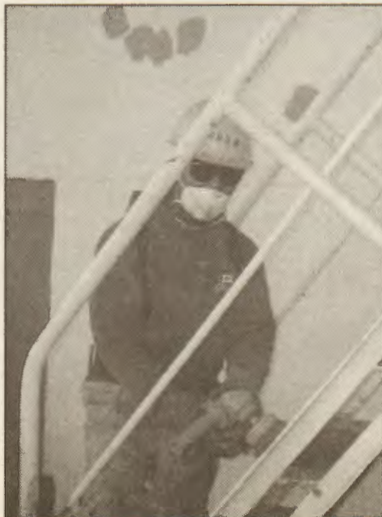
SIU-NMMU Merger Proposed

Voting Scheduled for December 1-January 31 _____ *Page 3*

Starry Greetings from Russia!



Recertified Bosun Ramon Castro sent these photos to the *Seafarers LOG*, showing crew members at work aboard the *Liberty Star* in Russia. Pictured above (from left) are AB Israel Castillo, Unlicensed Apprentice Chris Green, Deck Maintenance Ed Nelson and Bosun Castro. Below, left: Castillo chips to keep the vessel clean. Below, right: Castro stays on top of the deck duties.



SIU Crews Green Dale

New Car Carrier Launches in Japan

_____ *Page 3*

Members Discuss Benefits of Upgrading

_____ *Pages 8, 9*

Seafarers Now Eligible For More Scholarships

_____ *Pages 4, 14*

President's Report

A New Era

We are preparing to enter a new era in the history of the U.S. merchant marine. In this month's issue of the *Seafarers LOG* as well as the latest edition of the *NMU Pilot* is a resolution for you, the rank-and-file member, to consider bringing the National Maritime Union into the ranks of the SIU.



Michael Sacco

This proposed merger is offered in the best interests of the members from both unions. Since the NMU became an autonomous affiliate of the SIUNA last year, representatives from both unions have been meeting to see if a merger is viable.

Both unions have watched how SIU and NMU members have studied side-by-side at the Paul Hall Center with respect for one another and friendships developing. Both unions have seen how the Alaska Tanker Company agreement has been implemented—the first covering SIU and NMU members working for the same firm.

The committee looking into the merger has discussed seniority and job security concerns, among other issues.

The officials serving on the committee believe merging the NMU into the SIU is workable, feasible and needed to ensure the job security of all American merchant mariners into the next century.

When the SIU was established in 1938, we immediately went head-to-head and toe-to-toe with the NMU for new contracts. For more than 60 years, our two unions have expended untold amounts of money and blood to gain an upper hand on the other. Instead of working together to build up the U.S.-flag fleet, our unions battled to tear each other down.

If we are to continue the revitalization of the U.S.-flag fleet that started this decade, we can no longer maintain a feud that helps no one.

The U.S.-flag merchant fleet is growing. It seems each month we are announcing a new vessel breaking out or a new ship being built. When is the last time you can remember seeing stories on passenger ships, tankers, tugs, dredges, repositioning vessels, car carriers and other bottoms all coming out like they are now?!

The fleet is growing because maritime has been speaking with one unified voice on issues vital to all of us. That is how legislation allowing the export of Alaskan North Slope oil passed in 1995. That is how the Maritime Security Program became law a year later. That is how the Jones Act retains its solid support on Capitol Hill.

None of this could have happened if one side was attacking the other. Maritime unity was required and is still needed.

Our union's history is filled with mergers—actions that have made us stronger. The first one took place in 1940.

When the SIU came into being, it had three separate districts that operated independently—the Atlantic, Gulf and Great Lakes.

In a short time, deep sea members realized having separate Atlantic and Gulf districts was a hindrance. Rather than putting up with jurisdictional disputes, the Seafarers of that era decided to merge the districts and consolidate their ocean-going efforts. This allowed the union to grow as one for deep sea members—setting the course for more organizing, benefits, training and other opportunities.

In 1958, the next merger took place. The separate Great Lakes District joined with the Atlantic and Gulf. The union's constitution was amended by membership vote in 1960 to reflect the change.

The decade of the 1970s saw further growth in the SIU. Both the SIUNA-affiliated Inland Boatmen's Union and the Atlantic Fishermen's Union came within the AGLIWD.

However, the biggest merger of the decade occurred in 1978 when the Marine Cooks & Stewards merged into the district. This marked the first time ever that an unlicensed maritime union had jurisdiction from coast to coast.

SIU President Paul Hall explained to the membership his reasons for merging the MC&S into the SIU: "All segments of the American labor movement will experience mergers of similar unions with similar interests for the overall purpose of providing better representation and protection to their memberships."

His words from the March 1977 *Seafarers LOG* still ring true today.

Why were all of these mergers performed? For the same reason the NMU merger with the SIU makes sense today. Job security, strengthening the U.S.-flag merchant fleet, solid contracts, consolidation of resources, maritime unity. Take your pick.

The SIU has been looking ahead to capture the opportunities that await our members in the 21st century.

We are growing—from the new vessels coming on line to the expansion of the Paul Hall Center's curriculum. We have not and will not stand still.

We want to commit our resources to bringing new jobs and new ships to all of our members. In order for the U.S.-flag fleet to maintain the revitalization course charted earlier this decade, we cannot afford to be deterred. It would not only harm the SIU, but all American mariners.

That is why we have reached this crucial point in U.S. maritime history. It is time for the SIU and NMU to put a formal end to an unproductive feud.

Recent history has shown that maritime labor will need to speak with one voice in the 21st century to ensure the necessary gains that will promote and protect our members.

That is why the time has come to welcome the NMU into the ranks of the SIU.

ITF Officials Meet at Paul Hall Center



SIU President Michael Sacco (speaking above) welcomes the members of the ITF Task Force on Ratings to Piney Point, Md. Delegates from the United Kingdom, France, Finland, Denmark, Singapore, Japan, Australia and New Zealand participated in the two-day meeting. Listening above (from left) are ITF Official Steve Cotton, SIU Exec. VP and ITF Seafarers' Section Chair John Fay and ITF Official Jean Yves Legouas. Below, the delegates tour the center's Joseph Sacco Fire Fighting and Safety School.



Volume 61, Number 10

October 1999

The SIU on line: www.seafarers.org

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

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

Copyright © 1999 Seafarers International Union, AGLIWD All Rights Reserved.

Doubling of Vessel Traffic in U.S.? DOT Report Offers Ways to Handle the Increase

Facing a projected doubling of waterborne commercial vessel traffic in the United States during the next 20 years, the Department of Transportation (DOT) last month submitted a report to Congress outlining recommendations to meet the expected increase.

In presenting the report, Secretary of Transportation Rodney Slater noted, "This nation was built on its waterways and ports. We must make certain they are ready to compete, and win, in the global economy of the 21st century."

Maritime Administrator Clyde J. Hart and Admiral James M. Loy, Commandant of the U.S. Coast Guard, co-chaired the national task force which produced the report. Representatives of vessel operators, shippers, ports, recreational boaters, environmentalists, shipyards, labor and other organizations were among those composing the task force. Representatives of local, state and regional governments, as well as numerous federal agencies also participated.

Officially titled "An Assessment of the U.S. Marine Transportation System" (MTS), the report includes the following recommendations:

- Creation of an MTS national advisory council to "provide a structured approach for non-federal stakeholders to provide input" on national issues.

- Adopting a systematic approach to MTS safety and environmental protection. Managers, operators and users of the

waterways and facilities, the shoreside transportation system, environmental interests and the public all must be involved via local committees or planning groups, states the report.

- Better coordination and development of adequate financing mechanisms to ensure the growth of seaports, waterways and their intermodal links.

- Improved efficiencies in the movement of people and cargo, including "one-stop shopping" for federal inspection and reporting, improved landside access to ports, a national cooperative MTS research program and more reliable traffic forecasting.

- Establishment of information management systems and infrastructure supportive of the MTS, including development of better hydrographic and weather information; improved vessel, cargo and passenger tracking methods; and better waterway traffic management information for mariners and ports.

Public comments on the DOT report are requested by November 18. The full report may be accessed via the internet at <http://www.dot.gov/mts> or <http://www.uscg.mil/hq/g-m>.

Besides the recommenda-

tions, the report offers some interesting data. For instance, it states, "More than 1,000 harbor channels and 25,000 miles of inland, intracoastal, and coastal waterways in the United States serve over 300 ports, with more than 3,700 terminals that handle passenger and cargo movements. The waterways and ports link to 152,000 miles of rail, 460,000 miles of pipelines, and 45,000 miles of interstate highways.... The MTS also contains shipyards and repair facilities crucial to maritime activity."

It also notes that the U.S. marine transportation system annually:

- moves more than 2 billion tons of domestic and international freight;

- imports 3.3 billion barrels of oil to meet U.S. energy demands;

- transports 134 million passengers by ferry;

- serves 78 million Americans engaged in recreational boating;

- hosts more than 5 million cruise ship passengers; and

- supports 110,000 commercial fishing vessels and recreational fishing that contribute \$111 billion to state economies.

Please be advised that SIU headquarters and all SIU hiring halls will be closed on Thursday, November 11, 1999 for the observance of Veterans' Day and Thursday, November 25 for Thanksgiving Day (unless an emergency arises). Normal business hours will resume the following workday.

Voting Starts December 1 On SIU-NMU Merger

SIU members will begin voting December 1 on a referendum to determine if the union should proceed with merging the National Maritime Union (NMU) into the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District (SIU).

The resolution asks Seafarers if the union should bring the NMU into the SIU. At the same time Seafarers are voting, members of the NMU will be casting ballots at their halls to determine if the NMU should merge into the SIU. If approved by the membership of both the SIU and NMU, members of the two unions' executive boards would start implementing the merger.

The process being used is similar to the one implemented during 1977-78 when the Marine Cooks & Stewards (MC&S) merged into the SIU.

At that time, the MC&S was an autonomous union within the parent Seafarers International Union of North America. Officers

from the SIU and MC&S entered into preliminary discussions about merging the MC&S into the SIU. They then presented a resolution of merger to each membership in spring 1978. After getting approval from the members of both unions, the officers ironed out the specifics of the merger which were implemented in the SIU constitution through amendments approved in a 1980 membership referendum.

Like the MC&S was in 1977, the NMU is an autonomous union within the SIUNA. A committee consisting of officials from the SIU and NMU have been meeting since June to see if a merger would be feasible. The committee determined a merger of the NMU into the SIU would benefit the members of both unions in order to build a stronger U.S.-flag merchant fleet. Thus, it decided to recommend a merger to both memberships and drafted the resolution that is being presented.

Seafarers learned of the voting in a letter from SIU Secretary-

Treasurer David Heindel dated September 27:

"Please be advised that a merger referendum between the Seafarers International Union of North America, Atlantic, Gulf, Lakes and Inland Waters District, AFL-CIO and the National Maritime Union of America, AFL-CIO is being proposed.

"Balloting will commence on December 1, 1999 and continue through January 31, 2000. For the purpose of securing ballots, the ports shall be open from 9:00 a.m. to 12 noon, Monday through Saturday, excluding holidays. This will be a mail referendum. You will sign the 'roster sheet,' pick up your ballot, mark it, place it in the inner (BALLOT) envelope, and then place it in an outer envelope which is stamped and addressed to the bank depository.

"In addition, you may request an absentee ballot if you are working aboard a union-contracted vessel or are a patient in an accredited hospital during the voting period. If you think you

may need an absentee ballot, instructions are enclosed along with this ballot. (Editor's note: instructions for an absentee ballot appear to the right.)

"Following the balloting, a Union Tallying Committee consisting of six full book members, two from each of the three departments of the Union will be elected at the Headquarters membership meeting on February 7, 2000 to count the ballots and prepare a report to the membership."

Should the members of both unions accept the resolution, the merger committee would continue its work to draft the specifics regarding seniority, job security, training and other topics. As noted in the text of the resolution (printed below), the merger would require changes in the SIU constitution. These amendments would be presented to the membership during the regularly scheduled officers' election in late 2000.

INSTRUCTIONS

For Voting by Absentee Ballot In SIU, AGLIWD-NMU Merger

Full book members may request and vote an absentee ballot under the following circumstances: while such member is employed on a Union contracted vessel and which vessel's schedule does not provide for it to be at a Port in which a ballot can be secured during the time and period of this election or is in an accredited hospital any time during the first 10 days of the month of December of the election. An absentee ballot may be requested by registered or certified mail. Such request shall contain a designation as to the address to which such member wishes his absentee ballot returned. The request shall be postmarked no later than 12:00 p.m. on the 15th day of December 1999, shall be directed to the Secretary-Treasurer at Headquarters, and must be delivered no later than the 24th of December 1999. The Secretary-Treasurer shall determine whether such member is eligible to vote such absentee ballot. The Secretary-Treasurer, if he determines that such a member is so eligible, shall by the 30th of December send by registered mail, return receipt requested, to the address so designated by such member, a "Ballot," after removing the perforated numbered stub together with the hereinbefore mentioned "Ballot" envelope, and mailing envelope addressed to the depository, except that printed on the face of such mailing envelope shall be the words "Absentee Ballot" and appropriate voting instructions shall accompany such mailing to the member. If the Secretary-Treasurer determines that such member is ineligible to receive such absentee ballot, he shall nevertheless send such member the aforementioned ballot with accompanying material except that the mailing envelope addressed to the depository shall have printed on the face thereof the words "Challenged Absentee Ballot." The Secretary-Treasurer shall keep records of all of the foregoing, including the reasons for determining such member's ineligibility, which records shall be open for inspection by full book members and upon the convening of the Union Tallying Committee, presented to them. The Secretary-Treasurer shall send to all Ports the names and book numbers of the members to whom absentee ballots were sent.

All ballots to be counted must be received by the depository no later than February 5, 2000 and must be postmarked no later than 12 midnight January 31, 2000.

SAMPLE BALLOT

of

SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA

Atlantic, Gulf, Lakes and Inland Waters District

VOTING PERIOD DECEMBER 1, 1999 THROUGH JANUARY 31, 2000

MERGER SIUNA-AGLIWD AND NATIONAL MARITIME UNION OF AMERICA

INSTRUCTION TO VOTERS - Vote either YES or NO on the following proposition below by marking a cross (X) in the appropriate box. Do not use lead pencil in marking the ballot. Ballots marked with lead pencil will not be counted. Mark your ballot with pen, ink or indelible pencil. Do not put any other marking on this ballot.

RESOLUTION

Be it resolved that a merger of the National Maritime Union (NMU) into the Seafarers International Union, AGLIWD (SIU) shall take place. This merger, if approved by the membership of both unions, would take effect on the earlier of March 1, 2001 or as soon thereafter as the Executive Board deems appropriate. If this merger is approved by a majority of SIU members who chose to vote on this proposal, the SIU Executive Board would then begin the process of implementation. Resolutions would be prepared during the year, 2000, to amend the Constitution to add the NMU's name and to expand the SIU's Executive Board by adding new Vice-President positions. These resolutions would then be voted on in conjunction with the SIU's next regularly scheduled election for Officers during the year 2000. In addition, a vote to approve this merger proposal entails granting to the SIU Executive Board the time and discretion to study in detail issues such as finances, seniority and shipping rules to devise methods to ensure that the job security and membership rights of all SIU members will be fully protected throughout this entire process.

Following this time period, once the Executive Boards of both unions have reached an agreement as to how best to protect their respective memberships, a merger agreement will be drafted which will contain the specifics of the merger and this agreement will then be put to a vote of the membership at a regular membership meeting.

I APPROVE OF THIS MERGER BETWEEN THE SEAFARERS INTERNATIONAL UNION OF NORTH AMERICA, ATLANTIC, GULF, LAKES AND INLAND WATERS DISTRICT AND THE NATIONAL MARITIME UNION OF AMERICA, AS DESCRIBED ABOVE?

YES NO

Seafarers Crew New Car Carrier Green Dale

Seafarers climbed the gangway of a newly built car carrier, the *Green Dale*, last month in the port of Toyohashi, Japan.

Operated by Waterman Steamship Company of New Orleans, the *Green Dale* is about 590 feet long with a 106-foot width. The vessel's first sailing will take it across the Pacific to Tacoma, Wash. Its itinerary will take the ship worldwide, including ports in Europe and the Caribbean, depending on contracts picked up by its charterer, NYK.

"The *Green Dale* represents the union's continuing effort to gain new jobs for our

members," stated SIU Vice President Contracts Augie Tellez.

"This is a brand new vessel to the U.S.-flag fleet with a longstanding SIU-contracted company. Because Seafarers have proven themselves through the years with Waterman, the *Green Dale* shows the company remains committed to ensuring a strong U.S.-flag presence in the next century."

Besides providing more jobs for Seafarers, the *Green Dale* also will benefit the nation's armed forces by being available to help fulfill the military's need for roll-

on/roll-off vessels. It will be included in VISA (Voluntary Intermodal Sealift Agreement), a 1995 federal program designed to make intermodal vessels and services available to the Defense Department in times of war or national emergency.

"The launching of the *Green Dale* shows that new tonnage continues to come into the U.S.-flag fleet, one of the goals set forth by the 1996 Maritime Security Program," Tellez added.

The *Green Dale* can transport approximately 4,100 vehicles.

The *Seafarers LOG* will publish photos of the crew and the vessel as soon as they become available.

Union Privilege to Award \$200,000 in Scholarships

SIU Members Eligible for Grants, Other Benefits

Union Privilege, a non-profit organization founded by the AFL-CIO, recently announced that the Union Plus Credit Card scholarship program again will honor "deserving students" with \$200,000 in scholarships next year.

Seafarers and their dependents are eligible to apply for the scholarships, regardless of whether they carry the Union Plus/SIU credit card.

The application deadline is January 31, 2000. Scholarship recipients will be announced in May. (See box below for information on securing an application.)

The AFL-CIO (the national federation of trade unions) started Union Privilege in order to utilize the collective purchasing power of America's union families. In essence, Union Privilege secures consumer benefits for union members and their dependents at

lower rates than one typically could gain on their own.

The SIU subscribes to several Union Privilege programs, including the SIU/UIW MasterCard (through which the scholarship program is conducted). There is no charge to the SIU for this participation, though individuals, of course, must pay to enroll in whichever programs they choose.

In promoting the scholarship program, Union Privilege pointed out that earlier this year, 120 students representing 32 AFL-CIO unions were selected to receive approximately \$200,000 in Union Plus grants. "The recipients were chosen in part for their academic achievements and in part for their appreciation and understanding of labor, and their efforts in bettering society," the organization noted.

Overall, 16 students attending four-year colleges and universities were honored with the program's top award of \$4,000;

Union Privilege Phone Numbers

(These are the programs for which SIU members are eligible)

Life Insurance
1-800-899-2782

General Information
1-800-452-9425

Dental Program
1-800-257-8352

Credit Card Applications (English)
1-800-522-4000

Legal Service
1-800-452-9425

Credit Card Applications (Spanish)
1-800-651-5108

Health Savings
1-800-228-3523

Cardholder Customer Service
1-800-622-2580

For more information, contact Union Privilege at the "general information" number listed above.

Getting an Application

By mail, send a postcard with return address, telephone contact information and international union name clearly printed on it to:

Union Plus Scholarship Program
P.O. Box 34800
Washington, D.C. 20043-4800

Via the internet, go to:
<http://www.unionpriv.org/news/2000scholarinfo.htm>
to download a pdf version of the application.

another 85 received awards ranging from \$500 to \$3,000; and 18 community college students and one trade school student received scholarships ranging between \$500 and \$1,000.

The upcoming scholarships will mark the program's ninth year. Already, more than \$1.1 million in scholarships have been awarded to union members and their families through Union Privilege.

The competition typically is stiff. Two years ago, for instance,

more than 7,000 people applied for scholarships.

In addition to the Union Privilege scholarships, the Seafarers Welfare Plan is offering three scholarships in the year 2000 to SIU members and four scholarships to spouses and dependents of Seafarers. See page 14 for additional information.



AP Photo/Lou Krasky



AP Photo/Elaine Thompson



AP Photo/Rusty Kennedy

Hurricane Floyd Pounds U.S. Shipping Disrupted as Storm Hits Eastern States

Hurricane Floyd swept over the Eastern United States September 16-17, causing massive damage and dozens of fatalities while prompting the largest evacuation in America's history.

Shipping was disrupted from Florida to New York as residents took precautions against the storm. SIU halls were closed for about 24 hours in Jacksonville and Ft. Lauderdale, Fla. and in Norfolk, Va., though none of those halls sustained noteworthy damage.

The Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., was not as for-

tunate. Flooding occurred in the training and recreation center, a number of trees were downed, and the library's archives sustained water damage. Classes, however, were conducted as scheduled.

Among SIU-crewed ships affected by Hurricane Floyd were the *USNS Pollux* and *USNS Soderman* in Norfolk; the *HMI Dyna-chem* in Ft. Lauderdale; and the *J.E.B. Stuart*, *Fisher*, *Sea-Land Producer* and *El Yunque* in Jacksonville. Some left port to avoid the hurricane, while others were delayed coming in.

The *Soderman* remained in port and reflected Floyd's fury when it parted a steel line.

Also, as reported by several newspapers, helicopters from the aircraft carrier *USS John F. Kennedy* rescued all eight mariners who were stranded in 30-foot seas as their ocean-going tug sank 300 miles east of Jacksonville.

The non-union tug went down when Floyd arrived off the coast September 15.

Early overall damage estimates for the hurricane in the U.S. already exceed \$1.3 billion, and that figure undoubtedly will increase. Generally, people in Florida and the northeast expressed relief that the storm did not strike harder (though it still caused plenty of damage, including widespread water pollution and lengthy power outages).

By contrast, North Carolina bore Floyd's full brunt, and residents in the Norfolk-Newport News area also were severely impacted. More than 40 storm-related fatalities were reported in North Carolina and five in Virginia. At press time, approximately 10,000 North Carolinians remained in shelters.

In several eastern North Carolina towns, caskets were floating in the floodwaters, having been raised by the storm.



AP Photo/Chris Polk

Avondale Fight Continues

Ex-Boss Still Hasn't Said He's Sorry

The AFL-CIO's "Justice at Avondale Campaign" is calling on the National Labor Relations Board (NLRB) to proceed with "extraordinary remedies" it had recommended against the New Orleans shipyard in 1997, and to add a few more which would address the company's illegal acts since the first order.

In 1997, an NLRB administrative law judge said that then-Avondale CEO Al Bossier should be required to personally call an all-employee meeting and read a "cease and desist" order with regard to the company's "outrageous and pervasive number and nature of unfair labor practices."

The AFL-CIO Metal Trades Department reports the directive has never been carried out because it was appealed by Avondale.

The NLRB judge who issued the ruling singled out Bossier as the key figure in the company's campaign against union representation for the employees because testimony revealed that Bossier played a personal and active role

in engineering the company's response.

"Until [Avondale] employees are effectively given assurance that Albert Bossier knows that they have rights that are protected by law, the atmosphere of intimidation that he created will never be dispelled. Only when Bossier signs the notice and reads it to the employees will that assurance be effectively given," the judge declared.

On August 19—citing the July 7, 1999, 5th Circuit Court decision vacating the June 1993 NLRB election—the Metal Trades filed a brief with the board judge who is hearing the second trial covering additional numerous unfair labor practices alleged to have been committed by Avondale.

The department is asking that in addition to the remedies contained in the 1997 order, Avondale should also grant the union reasonable access to company bulletin boards and to employees in the shipyard during non-working hours, and allow the

union the opportunity to present a 30-minute speech to all employees on working time prior to any NLRB election which might be scheduled.

The department's petition also urges the NLRB to require Avondale to reimburse both it and the board for all costs associated with its organizing expenses as well as legal costs involved in investigating the company's illegal behavior.

"In exceptional cases, such as this, where there is a history of flagrant disregard of the National Labor Relations Act, such awards have been granted," the union filing points out, adding that Avondale conducted its illegal anti-union campaign with the help of a \$5.4 million reimbursement for legal fees by the U.S. Navy.

AFL-CIO Metal Trades Department Attorney Bill Lurye said that these and other extraordinary remedies would be necessary in order to establish a level playing field.

Lurye pointed out that Bossier

played a pivotal role in the company's anti-union strategy. According to testimony by Bossier during a second NLRB trial, he had received management reports of the names of employees whom they suspected or knew to be union supporters.

"Bossier set the tone for his superintendents, meeting with

them at the beginning of the campaign and telling them that the company would be less competitive, lose work and eventually close if the union prevailed in its campaign," Lurye said.

The board's 1997 action included an order to re-hire 28 employees who had been fired for alleged union activity, and to make whole dozens more who had been suspended, disciplined or otherwise harassed in retribution for their pro-union sentiments. In all, NLRB Judge David Evans found the company had violated the law in more than 100 separate instances.

Notice

Seafarers who have sailed aboard vessels operated by V. Ships Marine, Ltd. (formerly International Marine Carriers) are receiving EPA allocation checks for a 2.3 percent pay increase that is retroactive to October 1996. Vessels covered by this agreement include the following:

Beaver State
Cape Farewell
Cape Fear
Cape Flattery
Cape Florida
Gem State
Grand Canyon State
Green Mountain State
Keystone State

If a Seafarer sailed on one of those vessels since October 1996 and has not received the EPA allocation, he or she may contact the company at (516) 741-2700.

AFL-CIO Launches Ad Campaign To Boost Medicare, Add Rx Benefit

The AFL-CIO last month launched new television and radio ads urging members of Congress to strengthen Medicare and add a prescription drug benefit for seniors. The ad campaign also takes them to task for voting to spend the federal budget surplus on a \$792 billion tax cut for the wealthy instead.

The ads, which ran in the districts of 13 House members and four senators, told members of Congress to "put working families first" by securing Medicare for the future and extending the program to help senior citizens pay for their prescriptions.

AFL-CIO President John Sweeney stated, "Congress needs to seize the opportunity to invest in the issues that really matter to working families—like strengthening Medicare—rather than wasting what little time is left in this session of Congress on nowhere issues like huge tax cuts for big business and the rich."

"While seniors all over the country struggle to choose between paying for groceries and paying for their prescriptions, it's outrageous that Congress is voting to give corporate fat-cats a \$3.8 billion tax write-off," Sweeney continued.

The tax cut primarily benefits America's wealthy, with 70 percent of the tax cut benefits going to the wealthiest 10 percent of taxpayers. Taxpayers with incomes of \$301,000 or more get 42 percent of the tax cut.

According to Citizens for Tax Justice, a non-profit group that has analyzed the proposed cuts, the richest one percent would receive the equivalent of \$885 every week, while the average family would get three dollars a week under the tax cut plan passed by Congress.

The cost of the tax breaks will explode from \$792 billion in the first 10 years to \$2.6 trillion dollars by 2019—just as Medicare becomes insolvent, Social Security surpluses begin to disappear and the "baby boomers" start to retire, according to the group.

The national federation of trade unions, to which the SIU is affiliated, said that the proposed tax package "rests on assumptions that extraordinarily deep funding cuts—up to 43 percent, according to the Center on Budget and Policy Priorities—

will be made in programs like education and training, worker protections, and housing."

Although President Clinton has promised to veto the tax plan, some members of Congress have indicated that they will continue to push for the tax cuts next year.

Strengthening Medicare and prescription drug coverage for seniors is a top priority for the AFL-CIO and its unions. The AFL-CIO has launched a grassroots program to mobilize and educate union members from the 68 affiliated unions about the battle over Medicare.

House Transportation Chair Calls for Action to Upgrade Maritime Infrastructure

The chairman of the House Transportation and Infrastructure Committee is calling for action to be taken to keep America's port facilities from falling behind those in neighboring Canada and the Bahamas.

Following a series of meetings with transportation officials from Europe and the Middle East, Rep. Bud Shuster (R-Pa.) returned to the United States urging his fellow legislators to address the problem of making American ports ready for the vessels that will handle international commerce in the next century.

"Our harbors need to be dredged, and our terminals and intermodal connections to trucks and rails need to be modernized," Shuster said last month. "Not only are American port jobs in jeopardy, but the increased cost of shipping U.S. products overseas puts all our export-related

jobs at risk."

The Pennsylvania congressman was part of a 14-person bipartisan delegation seeking to learn more about how other countries are implementing changes to accommodate the maritime and aviation infrastructures.

In a statement he released in mid-September, Shuster noted the growth of the global economy requires America to be ready in all transportation sectors to handle the adjustments. He pointed out the U.S. container trade has almost tripled in the last 20 years and is expected to double from today's figures during the next 20 years.

"Thousands of American jobs now depend upon that trade," the chairman stated. "Our prosperity is tied to our ability to transport our products efficiently and economically to their destinations. Our maritime transportation system moves over two billion tons

of foreign and domestic cargo annually, contributing \$742 billion to our economy and generating 13 million jobs.

"The great container ships of the world each carry over 6,000 20-foot containers, requiring ports with depths of about 50 feet. Yet, six of America's 10 largest container ports, which handle 80 percent of the U.S. container traffic, have depths of less than that.

"They cannot handle the giant ships which increasingly are diverting to ports in Nova Scotia, Canada and the Bahamas. Our harbors need to be dredged, and our terminals and intermodal connections need to be modernized. Not only are American jobs in jeopardy, but the increased cost of shipping U.S. products overseas puts all our export-related jobs at risk."

Shuster also called for action to upgrade the navigable system of rivers and lakes.

"Likewise, the products flowing through our inland waterways—our rivers, lakes and canals—many on their way to be loaded onto ocean carriers for shipment

"With this new enforcement tool, we can better protect America's working families against drug trafficking, illegal immigration and threats to our ocean environment," the vice president said. "We are putting would-be smugglers and polluters on notice that we will do everything in our power to protect our waters and our shores."

The 24-mile limit also applies to the waters around Puerto Rico, Guam, American Samoa, the U.S. Virgin Islands and the North Mariana Islands.

Before the 1980s, America's territorial limit extended just three miles from the coast.

overseas, suffer from both our outdated ports and harbors, and an antiquated system of locks and canals.

"Barges move 800 million tons of cargo on these waterways each year, representing 15 percent of the ton's freight for less than 2 percent of the nation's total freight cost. Yet, over half of the 270 locks making navigation possible are antiquated, well beyond their 50-year design lives.

"A 15-barge grain tow moves the equivalent of 870 trucks or 225 railroad cars, but because of outmoded locks, must be broken apart to pass in smaller clusters, raising the cost of shipping and slowing deliveries," the chairman stated.

"Without modern navigation systems—such as electronic charting and transponders—the vessels on our inland waterways are needlessly unsafe."

Shuster concluded by saying "it is time to begin the battle to rededicate our harbors and inland waterways trust funds so they can be used for their intended purpose to help rebuild the nation's maritime and river systems."

Safety Directors Scrutinize Latest Industry Happenings

SIU safety directors and representatives from ports throughout the nation met last month at the Paul Hall Center and at union headquarters to tackle many of the latest issues affecting Seafarers.

During the four-day conference, the officials covered myriad topics. Subjects included safety courses available at the Paul Hall Center; implementation of the 1995 amendments to the STCW convention; the center's Coast Guard-accepted training record book (TRB); shipboard inspection techniques; activities of the International Transport Workers' Federation (ITF), and much more.

Participants also met with representatives of the SIU's various departments to review key procedures that impact the individual Seafarer's interactions with headquarters and the ports.

Taking part in the meetings were the following safety directors and representatives: Vince Coss (San Francisco), Amancio Crespo (Puerto Rico), Frank Gill (Wilmington, Calif.), Ed Kelly (Houston), Dennis Metz (Baltimore), Joe Mieluchowski (Philadelphia), Kenny Moore (Houston), Jamie Overby (Tacoma, Wash.); Steve Ruiz (Piney Point), Armando Salazar (Jacksonville, Fla.), Jack Sheehan (New York), Becky Sleeper-Manion (St. Louis), James Storm (Honolulu), Don Thornton (Algonac, Mich.), Pat Vandergrift (Norfolk, Va.) and Chris Westbrook (New Orleans).



Paul Hall Center Health and Safety Director Jim Hanson (center in photo above and far right in photo below) leads a tour of the new Joseph Sacco Fire Fighting and Safety School.



Safety directors and representatives taking part in the seminar meet inside a classroom at the new fire fighting school.

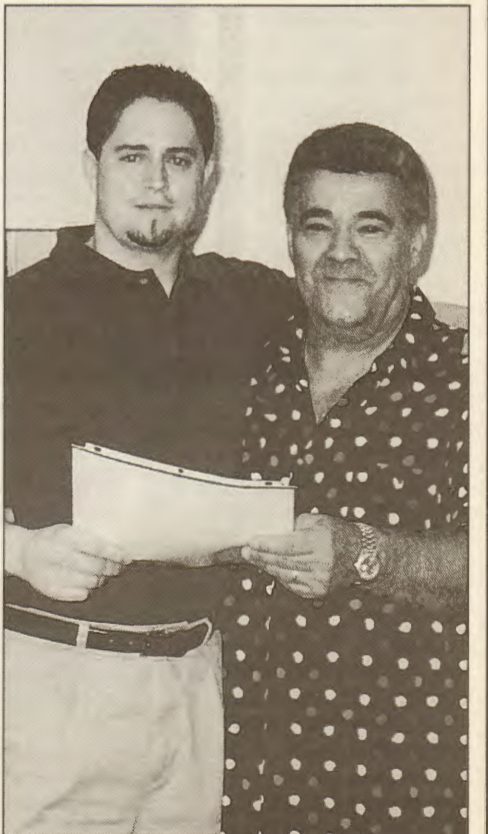


The agenda included question-and-answer sessions with representatives of the SIU's various departments at headquarters. Left: SIU Controller Maggie Bowen (who oversees union financial records) responds to a question while Secretary-Treasurer David Heindel listens.

Right (from left, facing camera): SIU Plans Administrator Lou Delma, Management Information Systems Director Wally Schmidt and Supervisor of Pension and Death Benefits Paula Werfel meet with the attendees.



All participants earned certificates, including (from top, down, with SIU President Michael Sacco) Vince Coss, James Storm and Chris Westbrook.



What You Need to Know About STCW Certificates

The information on this page is reprinted from previous issues of the Seafarers LOG in order to clarify which unlicensed mariners need an STCW certificate, the differences between 1978 and 1995 certificates, and how to obtain them.

Who is required to carry an STCW certificate right now?

Any mariner sailing in international waters who is required to hold a lifeboatman's endorsement. Any rating forming part of a navigational watch. All tanker personnel who are assigned cargo duties (such as ABs and pumpmen, for instance).

Whether they carry a 1978 certificate or a 1995 certificate depends on when they entered the industry and when they may have upgraded.

Who is required to carry an STCW certificate as of February 1, 2002?

The main change as of that date is that watchstanding members of the engine department are required to carry a 1995 STCW certificate (as of February 1, 2002). So, the requirements apply to all watchstanding personnel (including engine department members), all tanker personnel who are assigned cargo duties, and all lifeboatmen on passenger vessels (that is, those crew members who are required to hold a lifeboat endorsement).

Also, the 1978 certificate is obsolete as of February 1, 2002.

If I currently must carry an STCW certificate, which one should I possess?

It depends on when you began sailing and when you may have upgraded your rating.

Mariners who started their sea service or training before August 1, 1998 must meet the requirements of the 1978 convention. Those individuals may carry the 1978 certificate, which expires on February 1, 2002 (regardless of when it was issued).

Mariners who began their sea time or training after August 1, 1998 must meet the requirements of the 1995 STCW amendments—and, therefore, must carry a 1995 certificate.

One potentially confusing issue is that it is permissible for mariners who began sailing or training before August 1, 1998 to carry a 1995 certificate, even though it's not presently required. For those individuals, the 1995 certificate supersedes the 1978 document. In other words, there is no reason to carry both.

However, the 1995 document is not considered superior or more desirable for those mariners. Either one satisfies current regulations for affected ratings.

Keep in mind that the 1978 certificate cannot be used on or after February 1, 2002.

What if I upgraded after August 1, 1998?

If you began both the required sea time for the upgrade and also the training itself after August 1, 1998, then you need a 1995 certificate. If any of the required sea time or training took place prior to August 1, 1998, then you only are required to have a 1978 certificate (though, again, you may apply for a 1995 document, provided you meet the Chapter VI requirements).

What if I applied for my first z-card after August 1, 1998 and had no prior sea time or training?

You need a 1995 certificate, which would have been issued when you acquired your z-card if you satisfied the requirements of STCW Chapter VI: Basic Safety Training.

How do I get an STCW certificate?

Through Coast Guard regional exam centers (RECs). To get a 1995 certificate, Seafarers must present evidence of meeting the requirements of STCW Chapter VI: Basic Safety Training. These requirements are for documentation of training and assessment for personal survival techniques, fire fighting and fire prevention, elementary first aid and personal safety/social responsibility.

Mariners also may apply by mail to the REC that issued their license or document.

The 1995 certificate expires on the same date as the individual's z-card, regardless of when the certificate is issued. With that in mind, mariners may want to

consider timing their application for the 1995 certificate so it coincides with renewal of their z-card. By doing so, the 1995 certificate will be valid for five years.

What if I am an AB sailing on a tanker in international waters, but currently don't have an STCW certificate?

No one fitting that description is supposed to sail. If you were unaware of the requirement (which dates to 1996) and somehow "slipped through the cracks," then you should immediately make arrangements to acquire your STCW certificate.

What's the difference between the two certificates?

The main differences are that the 1995 certificate has a space for a passport-size photo (the 1978 certificate does not); and the 1995 certificate uses descriptions that are germane to particular countries, instead of wider-ranging terminology from the International Maritime Organization.

An example of the terminology differences: Under the "capacity" description, the 1995 certificate may say, "Able seaman, any waters, lifeboatman," whereas the 1978 document says "Rating forming part of a navigational watch" and "Proficient in the use of survival craft."

It's also worth noting that the 1995 certificate features spaces marked "function," "level" and "limitations applying (if any)." However, these areas intentionally are left blank. They were added to the certificate solely to aid port state control officials by providing some uniformity between U.S. certificates and those used in other signatory nations.

How did this all start? And why is it so confusing?

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

The original STCW convention, ratified in 1978, is a multi-national agreement which sets minimum standards for certification, training and skills needed by deep-sea mariners worldwide.

The U.S. didn't sign onto the original convention until 1991. At that time, the U.S. was given five years to reach total compliance.

Here's where things became more complicated: In 1995, more than 100 nations—including the U.S.—ratified amendments to the original convention. In some cases, the dates for compliance with the original pact and the amendments overlapped.

Essentially, that is how the U.S. ended up with two different STCW certificates (not to mention other requirements).

I have more questions.

Contact your nearest REC, your port agent or the Paul Hall Center. You also may check the Coast Guard's STCW web site, located at:

<http://www.uscg.mil/stcw/>

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
Bldg. 14, Rm. 109, Coast Guard Isl.
Alameda, CA 94501-5100
Phone: (510) 437-3092

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
510 L Street, Suite 100
Anchorage, AK 99501-1946
Phone: (907) 271-6736

U.S. Coast Guard
Regional Examination Center
U.S. Custom House
40 South Gay Street
Baltimore, MD 21202-4022
Phone: (410) 962-5132

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
455 Commercial Street
Boston, MA 02109-1045
Phone: (617) 223-3040

U.S. Coast Guard
Marine Safety Office
Regional Examination Center

U.S. Coast Guard Regional Exam Centers

(Updated as of 9/30/99)

196 Tradd Street
Charleston, SC 29401-1899
Phone: (843) 724-7693

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
433 Ala Moana Blvd.
Honolulu, HI 96813-4909
Phone: (808) 522-8264

U.S. Coast Guard
Regional Examination Center
8876 Gulf Freeway, Suite 200
Houston, TX 77017-6595
Phone: (713) 948-3350

U.S. Coast Guard
Regional Examination Center
2760 Sherwood Lane, Suite 2A
Juneau, AK 99801-8545
Phone: (907) 463-2458

U.S. Coast Guard Marine Safety Ofc
Regional Examination Center
165 N. Pico Avenue
Long Beach, CA 90802



United States of America

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978

The Government of the United States of America certifies that Certificate No. _____ who has been found duly qualified in accordance with the provisions of regulation(s) II/6, VI of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated.

This endorsement is not valid unless accompanied by a valid US Merchant Mariner's license or document. The lawful holder of this endorsement may serve in the following capacity or capacities specified.

CAPACITY	LIMITATIONS APPLYING (IF ANY)
Rating forming part of a navigational watch	"THIS CERTIFICATE EXPIRES 31 JANUARY 2002."
Proficient in the use of survival craft	

Date of issue of this endorsement: 18 APR 1997

Port: CHARLESTON, SC

25 AUG 1945

Date of birth of the holder of the certificate

L. M. Hyman
Signature of duly authorized official

L. M. HYMAN

Signature of the holder of the certificate

Name of duly authorized official

DEPT. OF TRANS., CG-5601 (9-95)

(Cut on dashed line)

(Emboss Official Seal above this line.)

sample of a 1978 certificate



United States of America

ENDORSEMENT ATTESTING THE ISSUE OF A CERTIFICATE UNDER THE PROVISIONS OF THE INTERNATIONAL CONVENTION ON STANDARDS OF TRAINING, CERTIFICATION AND WATCHKEEPING FOR SEAFARERS, 1978, AS AMENDED IN 1995

The Government of the United States of America certifies that Certificate No.(s) _____ who has been found duly qualified in accordance with the provisions of regulation(s) VI/2 of the above Convention, to serve in the capacity or capacities listed below, subject to any limitations indicated until 1 JUNE 2003. This endorsement is not valid unless accompanied by a valid U.S. Merchant Mariner's license or document.

FUNCTION	LEVEL	LIMITATIONS APPLYING (IF ANY)
ABLE SEAMAN, ANY WATERS LIFEBOATHMAN		
BASIC SAFETY TRAINING		AND INSTRUCTION COMPLETED 11 DECEMBER 1998.

Endorsement No.: _____ issued on 17 FEBRUARY 1999 at HOUSTON

22 NOVEMBER 53

Date of birth of the holder of the certificate

photo

Signature of certificate holder

C. J. Bidwell
Signature of duly authorized official

C. J. BIDWELL

DEPT. OF TRANS., CG 5611 (10-98)

(Emboss Official Seal above this line.)

sample of a 1995 certificate with space for photo

Conveyorman Course Highlights Paul Hall Center's Adaptability

Seafarer Norman Guild Creates Specialty Class

The Paul Hall Center's adaptability and a Seafarer's drive were highlighted earlier this year by a special conveyorman course conducted at the Piney Point, Md. campus.

Longtime SIU member and conveyorman **Norman Guild**—supported by school and union officials and representatives from SIU-contracted American Steamship Company (ASC)—created and taught the three-week class. Eight students who sail on the Great Lakes completed it.

Paul Hall Center representatives point to the course, which took place in March, as illustrating how the school routinely offers specially designed training for specific ratings and SIU-contracted companies throughout the industry. Since it opened in 1967,

the center has offered numerous on-site and specialty courses.

Recent examples include safety training aboard the passenger vessels *SS Independence* and *Mississippi Queen*, and on Great Lakes Towing tugboats; tanker training for Crowley boatmen in Jacksonville, Fla.; and a special AB course in Piney Point for Great Lakes members. The school this year also has produced numerous ship-specific safety videotapes to help SIU-contracted vessels in the U.S. Military Sealift Command fleet in complying with various new regulations.

"Specialty courses and on-site training are big parts of what the school offers," noted Don Nolan, vice president of the Paul Hall Center. "We constantly encourage

SIU members and contracted companies to take advantage of those opportunities."

Guild, who joined the SIU in 1972, took it a step further. When he first noticed a need for additional relief conveyormen on the Lakes, "my first inclination, like anybody else, was, 'Why don't they find somebody? Whose responsibility is it?'"

Seeing an opportunity for formal training that would benefit all concerned, Guild tackled the issue. He suggested the class to ASC and the SIU, then meticulously developed the curriculum during the ensuing 15 months.

Altogether, he wrote and compiled a half-dozen instructional manuals for the class, totaling nearly 1,000 pages. He also utilized instructional videotape that he shot while sailing aboard ASC vessels as well as videotapes already available at the Paul Hall Center.

"I remembered some important things from the first time I went to the school, which was 1984, on a towboat operator's scholarship," recalled Guild, who most recently sailed on ASC's *H. Lee White*. "They offered a developmental studies course that taught people how to study, how to take notes, how to use resources in the library. That gave me the basis for putting together my books for the conveyorman's course."

"I also remember in 1984 feeling overwhelmed at first, because there was so much material. But something I learned then, still holds true: You might not need every last bit of information in a manual, but the most important information you need is probably in there somewhere."

The wide-ranging duties of a conveyorman necessitated a broad curriculum that included



SIU member Norman Guild (left) makes a point to fellow member Andrew Nowak during the conveyorman course. Guild wrote the curriculum and taught the three-week class at the Paul Hall Center for Maritime Training and Education.

hands-on training, he explained.

"In that job, you have to be ready 24 hours a day. You maintain all of the ship's loading equipment, you keep log books for maintenance and payroll records. Every day it's a different

or system components to limited welding, and from electrical troubleshooting to hatch crane maintenance and much more.

Students reacted positively to the class, as did ASC. Guild received the company's first "innovator" award based in part on his initiative with the course.

"But whatever credit there is, it should be spread around," Guild insisted. "Everyone at the school bent over backwards to help me, especially Jane LesCallett in the print shop. The company also provided tools to make this happen, and I got a lot of support from (SIU Port Agent) Tim Kelley and (SIU Representative) Don Thornton in Algonac (Mich.). They had faith and trust that I could put this together."

Guild also credited the late conveyorman Luciene Lander-ville, who created special tools that were used in the class.

Overall, Guild said his most recent experience at Piney Point reinforced his belief that upgrading is essential for SIU members.

"The first time I went, it was a nine-week course," he pointed out. "That took a commitment, but it was an opportunity to advance and a great value. It was geared toward teaching me what I need to know to improve my lot in life, and it's the same way today."

"How many other schools offer classes that give people an almost immediate chance to significantly increase their income?"

"How many other schools offer people an almost immediate chance to significantly increase their income?"

—Seafarer Norman Guild

thing—working on winches, greasing equipment, measuring and laying out wear-plates, cleaning the boat....

"Your ship may go from hauling coal to inspected stone, which is going from black to brilliant white," he continued. "If you don't have clean cargo spaces, a contaminated load potentially exists, and a great expense to the company. To that end, the machinery requires extremely careful maintenance and monitoring."

The topics in the three-week class reflect that diversity. They included everything from convey-



In the photos above and below, students get hands-on training as part of the class.



Upgrader Touts School

Agugliaro Cites Center's 'Positive Impact'

Editor's note: John Agugliaro recently upgraded at the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. He offered the following thoughts on his time at the school.

Upon recently upgrading at the Paul Hall Center, I found that not only does our membership upgrade, but our programs do as well. The SIU and the school continue to meet the challenges of new standards for today's mariners.

I completed the certified chief cook course. It benefited me and undoubtedly can assist any member interested in attaining that endorsement.

The program is taught by a team of chefs. Each individual offers something special and unique toward our training.

At the helm is John Hetmanski. He covers leadership skills as well as proper galley operations.

Chef John Dobson is the lab instructor, focusing on the fundamentals of cooking, combined with practical cooking skills.

Chef Shannon Twigg also teaches in the practical setting of the galley operation, specializing in proper cooking techniques and recipes.

Combined, they form a balanced team that always is available for instruction and guidance.

As students, we are privileged to also have available to us a "hall of fame" chef—Romeo Lupinacci. Under Chef Romeo's tutelage, we learn the finer points of culinary skills.

Chef Romeo's availability is unwavering toward the students, whether we seek instruction or brotherhood.

Without a doubt, all the instructors help us become the best-trained cooks in the maritime industry.

The school's facilities are nothing short of state-of-the-art. At the culinary lab, substantial investment has been made to ensure that students have an equal balance of classroom accommodations as well as individual, fully equipped cooking stations.

The classroom looks like a college setting, with overhead mirrors to enhance cooking demonstrations.

And, the galley has the most modern equipment available, with plenty of preparation space.

Altogether, the facilities are very conducive to cooking and learning.

The curriculum is fundamentally sound. There are six modules of training, covering all aspects of shipboard cooking—including the very important sanitation module.

One overall lesson I learned is that proper care and appreciation of food will yield a good product.

It's important to note that the Paul Hall Center offers additional educational assistance to anyone who is interested. The instructors are available to students after class, every day.

The Paul Hall Memorial Library contains videotapes of all lesson plans that may be viewed in the privacy of our rooms. And the academic department offers tutoring and responds to students' special needs.

Overall, the extended educational assistance offered by the staff reveals a committed group that is dedicated to the success of all students.

During my studies, I met the new graduates of the most recent recertified steward program. They shared their experiences and encouraged us to move up the ladder in the steward department.

They also shared their philosophy of teamwork and brotherhood. Collectively, they said that if you are willing to work hard and learn, you will be successful.

I think they are an excellent example of professionalism, brotherhood and the value of upgrading.

In summary, the certified chief cook program is on course to meet the new challenges and requirements for mariners interested in a career with the steward department. It has had a positive impact on me, and I look forward to using this newly acquired knowledge in my job.



Certified Chief Cook John Agugliaro recommends upgrading at the Paul Hall Center.

My time at the school also gave me the confidence that I can be efficient as a newly certified chief cook. Completing the class broadened my horizons for better opportunities at sea.

I highly recommend this course to all my brothers and sisters interested in achieving success in the steward department.

I would like to give special thanks to Don Nolan, vice president of the school, for his support of the students and the program. I also thank the team of chefs and Chef Romeo Lupinacci.

Be All That You Can Be! Upgrade!

By Captain Henry W. Gamp

Editors' note: Henry W. Gamp has been a member of the SIU since 1974 and a frequent contributor to the Seafarers LOG.

He wrote this article last month with the hope that it will inspire some of the union's younger members to keep upgrading and improving their futures.

My thoughts are primarily directed toward you younger men and women searching for your career path through the maze we call the Maritime Industry, be it deep sea or inland.

As we look around, we see all types of changes taking place. It is essential that we upgrade, train and keep pace with these changes if we wish to hold onto the better jobs to provide financial security for our families and ourselves.

Just to cite a few examples of change: I began working on tugboats in 1970 as a deckhand. Believe it or not, tugboat operators weren't required to hold USCG licenses at that time. Whistle signals were used, and the VHF radio and channel 13 bridge-to-bridge communications were not yet mandatory.

All tugboats carried a cook, except for a few harbor boats.

Many harbors had a light sheen of oil floating on the surface, and ships routinely "butter-wortherd" their tanks, pumping the residue overboard on coast-wise runs.

Let me tell you how important upgrading has been in my life and career:

In 1974, I attended the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. for the first time. I enrolled in a course for a limited master's license with an oceans endorsement. At the time, I was supporting my mother and two children. To make it financially feasible, I made a few sacrifices. I took my vacation time to correspond with the course schedule and went to the bank to borrow additional money. I was treating my education as an investment in my future, and believe me, it paid off many times over!

Within a year of acquiring my master's license, I found a job as a mate with a major shipdocking company in Baltimore, nearly doubling my previous salary. Most tugboat captains/mates held only a "grandfathered" tugboat operators license. I now held a superior license to more than 90 percent of my contemporaries.

Only two months after changing jobs, there was a strike that lasted more than two months. I took advantage of this "dead" time and went back to the union's school again. This time I was self-studying for my first class pilot's license for Baltimore Harbor. When the strike was over, I was a licensed federal pilot. The following summer, when vacation time came around, the company was short on



In the early 1980s, Gamp pilots a 791-foot RO/RO into Dundalk Marine Terminal in Baltimore, Md.

captains (in Baltimore at that time, tug captains also served as docking pilots). I was able to fill in, and this eventually doubled my salary again!

Due to another strike, my job in Baltimore was eliminated. At that time, working within a few square miles day after day, I never would have imagined that someday I would be sailing as mate aboard a 586-foot articulated tug barge unit which operated anywhere between Venezuela and Canada. However, by preparing, studying and upgrading, I had qualified myself to move into this and other related jobs.

I currently have 279 charts to keep corrected, so a good bit of my time is spent with charts. I work up passage plans, ETAs and noon reports. Also, for those areas on which I hold pilotage, I frequently serve as pilot, saving my company this expense. When in port, while the tankermen are loading or discharging cargo and the engineer is fueling the tug, I might sign a DOI and fuel the barge or relieve the tankerman in order for him to take a break. Other times, I might prepare a

meal. When I am not docking or sailing the unit, I sometimes go on deck to operate the bow thruster or give a hand with lines. Other times, I help with maintenance.

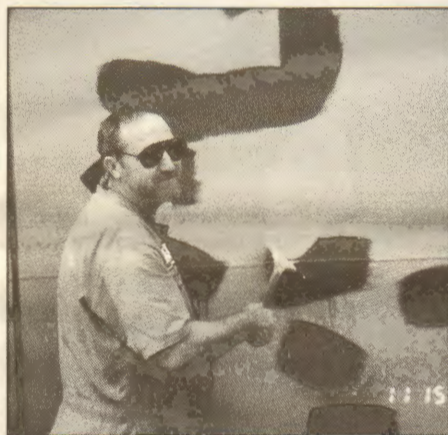
The duties of a mate or captain have greatly expanded over time and the paperwork trail grows longer. With reduced crew sizes, it is easy to see that every-

one needs to pitch in from time to time and have the knowledge and understanding of all ship-board jobs.

Had I not taken the time to go to the Seafarers Harry Lundeberg School back in 1974, I would be working as a deckhand today—an honorable and necessary profession—but I would have missed out on many exciting and financially rewarding adventures, not to mention a certain freedom and flexibility to pick those opportunities I chose to experience.

Over the years, I have continued attending various schools to improve my skills and, at the same time, upgrade my license and endorsements. So often you hear from negative people who refuse to "pull" themselves up and don't want you to get ahead of them! Ignore them and be all that you can be, make the most of yourself.

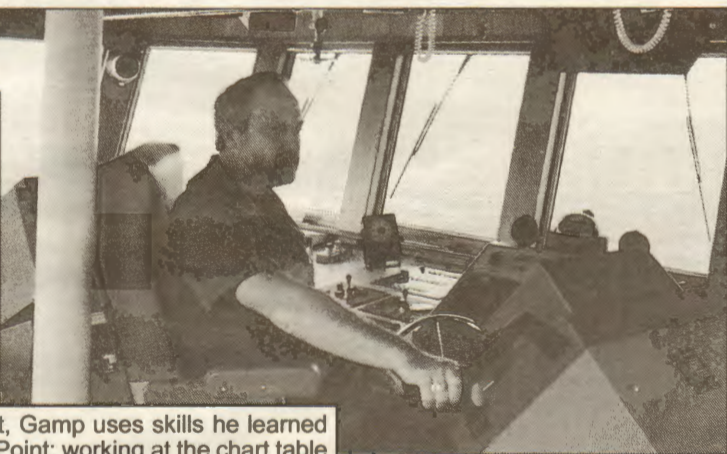
The Paul Hall Center's Lundeberg School is a valuable resource. Smooth sailing! Calm winds with a following sea!



Sailing as chief mate, Gamp helps the deck crew paint portions of the vessel.



As a pilot, Gamp uses skills he learned at Piney Point: working at the chart table in the wheelhouse (left) and (above) checking the radar screen to acquire a distant target using the ARPA feature.



Chief Mate Gamp, wearing safety goggles and gloves, pitches in and assists in some necessary maintenance work aboard ship.



In 1974, Gamp attended the Seafarers Harry Lundeberg School for the first time, completing the limited masters of oceans course. On a training ship at the school are, from left, David Domac, Henry Gamp, Lesley Collier, Mike Dourty, Al Dourty and CDR John Lykes (instructor).



Capt. Gamp pilots a Venezuelan training ship, the *Simon Bolivar*, during "Operation Sail 1986."

Completes Advanced Courses



AB Jeffrey A. Lagana is the first Seafarer to earn his Nautical Science Technology Certificate from the Paul Hall Center after successfully completing a series of job-related and academic courses. The certificate is issued to those who want to continue their education but have not decided to proceed to an associate's or bachelor's degree. SIU President Michael Sacco presents Lagana with his certificate. With the pair are (from the left) Instructor Peggy Densford, Paul Hall Center VP Don Nolan, Allan Lagana (Jeff's father) and Academic Dept. Coordinator Ed Fitzgerald.

Paul Hall Center Takes Fire Fighting on the River



Above: Robert DeLuca (left) and Danny Engle, deckhands aboard the *Mississippi Queen*, "gear up" for a fire drill conducted during recent training aboard the paddlewheeler.



With the Delta Queen Steamboat Company vessel in the background, crew members take turns extinguishing different types of fires. Above: Eric Morgan puts out a flammable liquids blaze. Below: Under the guidance of Alan K. Johnson, first mate on the *Mississippi Queen*, the emergency squad prepares to enter the "fire area."



Above: Cesar Lopez, a new deckhand aboard the *Mississippi Queen*, gets hands-on experience in different classes of fire and ways to extinguish them.



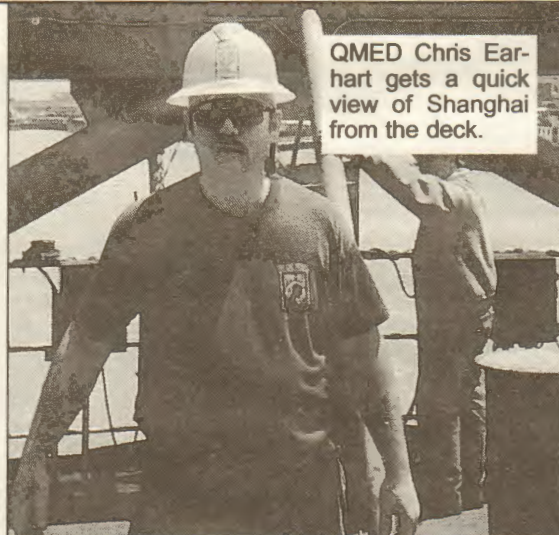
AB Kenneth Craft completes docking duties in the port of Shanghai, China.

Crew Sees the World Aboard S-L Innovator

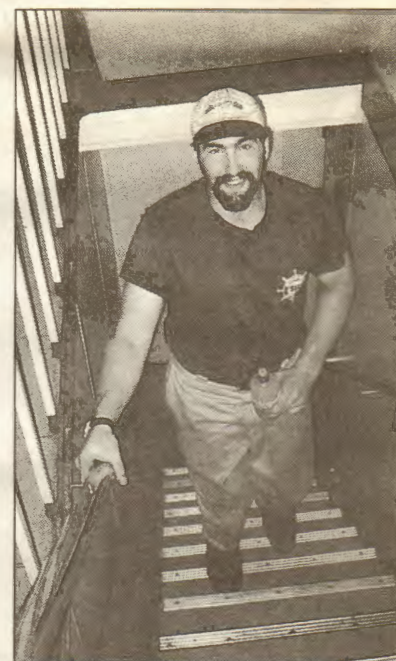
From Long Beach, Calif. back to Long Beach is a 70-day voyage for the crew of the *Sea-Land Innovator*.

Calling on ports in the Far East such as Shanghai, China; Yokohama, Japan; and Pusan, South Korea, the containership also travels through the Panama Canal to Freeport, Bahamas and then to the Gulf and East Coasts before returning to Long Beach.

For the crew members who sail the *Sea-Land Innovator*, it is a great opportunity to see the world!



QMED Chris Earhart gets a quick view of Shanghai from the deck.



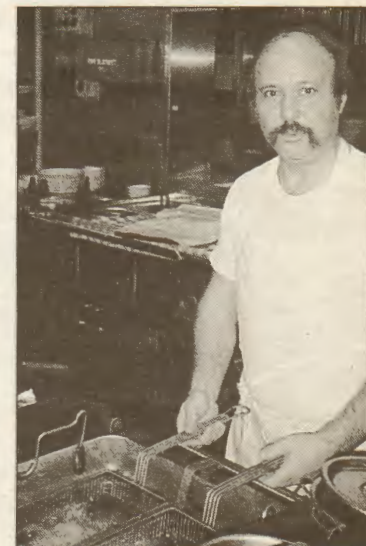
Unlicensed Apprentice Eric Fowler gets his taste of shipboard life.



GSU Fernando Onativia (left) and DEU Jose Gamboa enjoy the camaraderie aboard the *Sea-Land* containership.



While traversing the Panama Canal, AB Dave Brown continues his maintenance tasks.



Antonio Pizzuto, chief cook aboard the *Sea-Land Innovator*, knows the importance of a well-fed crew on these long voyages.



SIU waiters and waitresses aboard the SS *Independence* anticipate every dining need at a gala luncheon celebrating the vessel's 1,000th sailing last August. Included in this photo are Reynaldo Ricarte, Josie Barcelo, Curtis Pollard, Stephanie Agena, Speros Mookas and Roy Martinez.

Around the World with the STU



The *OMI Columbia* gets a fresh coat of paint by members of the deck department. Above left is AB Kathy Chester; above right are ABs Stephen Votta (left) and Randy Senatore.



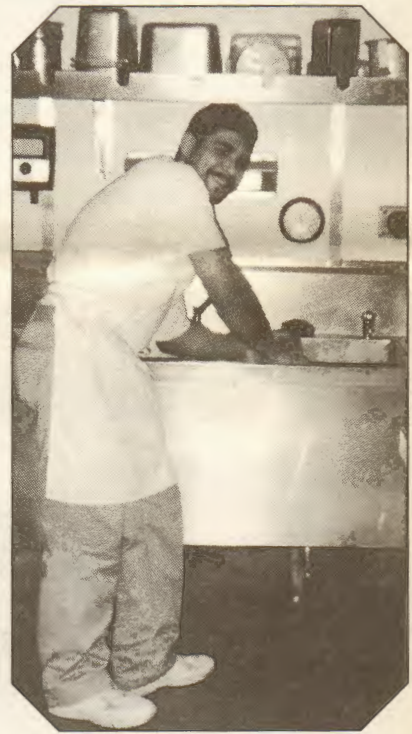
Right: Aboard the *Sea-Land Express*, Chief Cook Monell N. Liburd (left) baked this special cake in honor of both his and Bosun Joseph R. Colangelo's birthdays.



It's payoff day aboard the *Perseverance* in Yabucoa, Puerto Rico. Smiling faces abound among these crew members on the InterOcean Uglan Management tanker. From left are ABs Roy Rivera, Luis Escalante and Gregorio Ortiz.



When a ship crosses the equator, a shellback initiation is held for all first-time crossers (polywogs). Such was the case aboard the *USNS Gilliland* on July 16. A good time was had by all, including the polywogs who were inducted into the realm of King Neptune. Posing for a group photo are (from left, kneeling) LSI contractor Jeff Miller, Chief Cook Wadsworth Jarrel, OS Ahmed Sultan, (second row) QMED John Fernandez, Wiper Korron Richardson, LSI contractor Harry Averill, AB James Orlanda, OS Martha Wall and Second Mate Mike Novak.



Unlicensed Apprentice Martin Vargas has already worked in the deck and engine departments. Here, aboard the *El Morro*, he gets his hands wet on his last rotation in the steward department.



The *Liberty Spirit* was fortunate to have two unlicensed apprentices aboard recently, doing their rotation in the deck department. Manuel Oliveras (above) and Alvin Clark both seemed to enjoy their tasks.



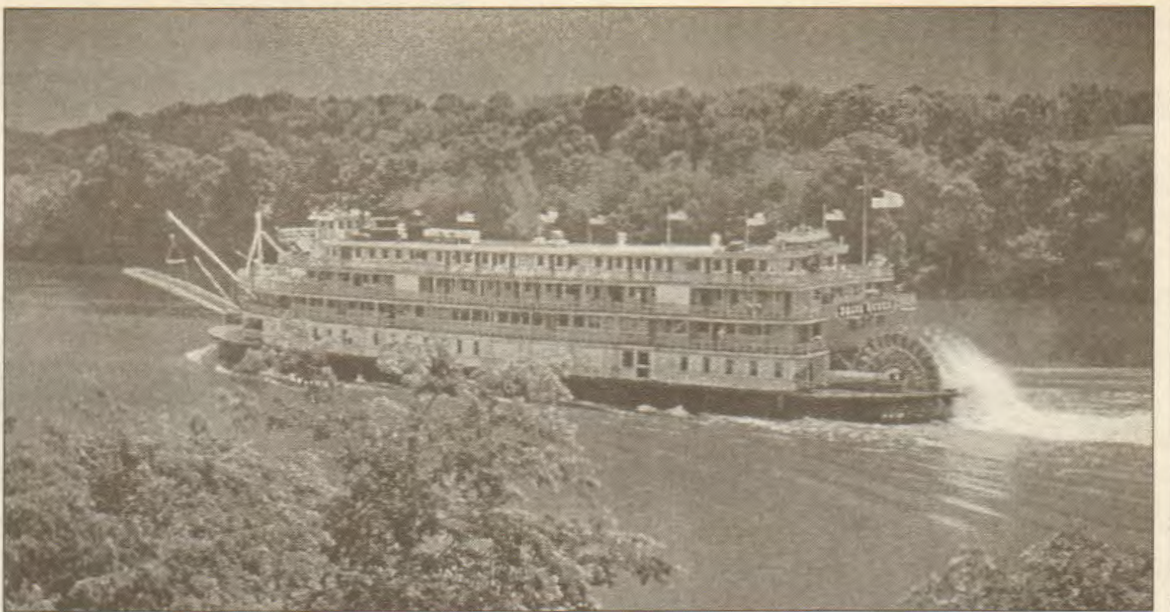
The appearance of the engine room aboard the *Sea-Land Discovery* has improved dramatically in the last five months, according to the ship's first engineer, Nicholas Prisco, and is due almost entirely to the efforts of Oiler Ricky Arroyo, Oiler Mark Failauga, Oiler Michael Wilkerson, Engine Maintenance Mel Sison and Wiper Luke Failauga. "Working with professionals is a privilege and a pleasure," he told the *Seafarers LOG*.

Delta Queen Named 'Ship of the Year' By Historical Society

The SIU crewed *Delta Queen*, a National Historic Landmark, has been named "Ship of the Year" by the Steamship Historical Society of America.

"The *Delta Queen* is the last operating steamboat of her era and is one of the most historic vessels in the world," said William duBarry, president of the society. "No other vessel that is still operating in the United States is as historically important as she is. Our members appreciate the commitment that The Delta Queen Steamboat Co. has made in preserving her for the enjoyment of current and future passengers."

The *Delta Queen* was launched on the Sacramento River in 1927 and offered overnight service between Sacramento and San Francisco until 1940. When the Great Depression brought an end to her trips, the U.S. Navy leased the *Delta Queen* as a troops barracks and then a shuttle for servicemen traveling to and from ships in San Francisco Bay. At the war's end, the *Delta Queen* was auctioned to Captain Tom Greene, president of Cincinnati's Greene Line Steamers (now The Delta Queen Steamboat Co. of New Orleans). In 1947, he brought the *Delta Queen* on a 5,200-mile journey from the West



The SIU crewed *Delta Queen*, an authentic steam paddlewheeler which was launched on the Sacramento River in 1927, was named "Ship of the Year" by the Steamship Historical Society of America.

Coast to the Mississippi River system, where she resumed service as a vacation boat.

Today, the authentic steam paddlewheeler and her newer

SIU crewed sisters, the *Mississippi Queen* and the *American Queen*, visit the nation's heartland and the Old South on three- to 14-night cruises.

For more information, call The Delta Queen Steamboat Co. toll-free at 800-543-1949 or visit the company's web site at: www.deltaqueen.com.

'Loyal' Crew Helps Navy Aboard T-AGOS Ship

Smooth sailing aboard the SIU crewed *USNS Loyal* was reported when the oceanographic surveillance ship recently paid off in Portsmouth, Va. (only days before Hurricane Floyd pounded that area).

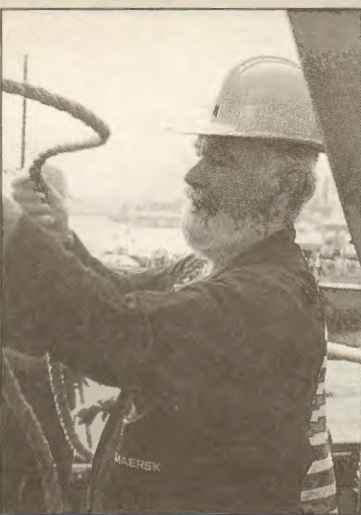
The 235-foot vessel, operated by Maersk Line Limited, is part of a "special missions program" conducted by the U.S. Military Sealift Command. The data it gathers is used to aid the U.S. Navy.

"The collected data helps to improve technology in undersea warfare and enemy ship detection," notes MSC. "The oceanographic and hydrographic survey ships' multi-beam, wide-angle precision sonar systems make it possible to continuously chart a broad strip of ocean floor."

Pat Vandergrift, SIU safety director in the port of Norfolk, provided the accompanying photos.



Taking care of business on the deck are (from left) AB Sofronio Adenic, OS Ivan Boyd, AB Steven Thomas, OS Louis Creekmur and Bosun C.E. Brady.



Pictured in the galley are (photo above left) Steward/Baker Peter Francisco (left) and Chief Cook John Agugliaro, and (above right) Francisco with SA Mario Ordonez. At right is Bosun C.E. Brady.

Are You Receiving All Your Important Mail?

In order to ensure that each active SIU member and pensioner receives a copy of the *Seafarers LOG* every month—as well as other important mail such as W-2 forms, pension and health insurance checks and bulletins or notices—a correct home address must be on file with the union.

If you have moved recently or feel that you are not getting your union mail, please use the form on this page to update your home address.

Your home address is your

permanent address, and this is where all official union documents will be mailed (unless otherwise specified).

If you are getting more than one copy of the *LOG* delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please fill out the form and send it to:

Seafarers International Union
Address Correction Dept.
5201 Auth Way
Camp Springs, MD 20746

HOME ADDRESS FORM

10/99

(Please Print)

Name: _____

Phone No.: () _____

Address: _____

Social Security No.: _____ / _____ / _____

Book No.: _____

Active SIU Pensioner Other _____

This will be my permanent address for all official union mailings.

This address should remain in the union file unless otherwise changed by me personally.

ITF Ship Welcomes Visitor No. 500,000

Global Mariner Continues Worldwide Voyage; ITF Sets European Action vs. Runaway Flags

The International Transport Workers' Federation (ITF) exhibition ship *Global Mariner*, entering the final quarter of its 20-month worldwide voyage, recently welcomed aboard visitor number 500,000.

The vessel calls attention to the ITF's campaign against runaway-flag shipping.

"The ITF has been overwhelmed by the number of people coming on board to visit the exhibition. The success of the *Global Mariner* has exceeded all expectations," said Mark Dickinson, ITF assistant general secretary.

"However, the campaign's success is not judged by numbers alone," he continued. "The ship's presence creates an indelible impact which gives a tremendous boost to the work of national unions."

The 500,000th visitor, a teenager, and her family were presented with gifts from the *Global Mariner* in Mumbai, India on September 19.

Composed of more than 500 transport-related unions worldwide, including the SIU, the ITF also recently announced "a week-long assault on flags of convenience and substandard shipping" in Europe, scheduled for September 27 to October 1.

Boycotts and demonstrations are planned, along with ITF inspectors "boarding any vessel they believe to be operating outside the law."

The organization noted that, in a similar action two years ago, almost 600 vessels were checked by ITF inspectors across the continent—and more than \$1.5 million in back pay owed to mariners was recovered.

"The campaign is designed not only to draw attention to the evils of the (runaway-flag) system, which allows unscrupulous shipowners to pay low wages, ignore health and safety standards and avoid taxes, but also to provide essential practi-

cal assistance to mariners who may have been abandoned thousand of miles from home, may be owed wages or are working

on unsafe ships," Dickinson explained. "Substandard shipping costs lives, and vessels registered under runaway flags account for the lion's share of shipboard accidents, environmental pollution and losses at sea."



Seafarers visited the ITF *Global Mariner* earlier in its tour, when the vessel docked in San Juan, P.R. Among those pictured on deck are Clive Steward, Sabino Pacheco, Ramon Ayala, Angel O'Neill, Eusebio Gonzalez, George Koulouris, Hector Sanchez, Rodney Passapera, Ruben Velez, Jorge Soler, Jose Canales, Roberto Candelario, Guillermo Grajales, Steven De Jesus, Roberto Lopez, Reinaldo Roman, Antonio De Jesus, David Gordius, Carlos Parrilla Sr., Claudio Del Carmen, Carlos Sanchez, Tony Rosa, Carlos Parrilla Jr., SIU Port Agent Victor Nunez, SIU Safety Director Amancio Crespo and SIU Representative Steve Ruiz.

PAUL HALL CENTER: TODAY'S LESSON



The Paul Hall Center for Maritime Training and Education, located in Piney Point, Md., offers a wide range of vocational studies as well as academic courses.

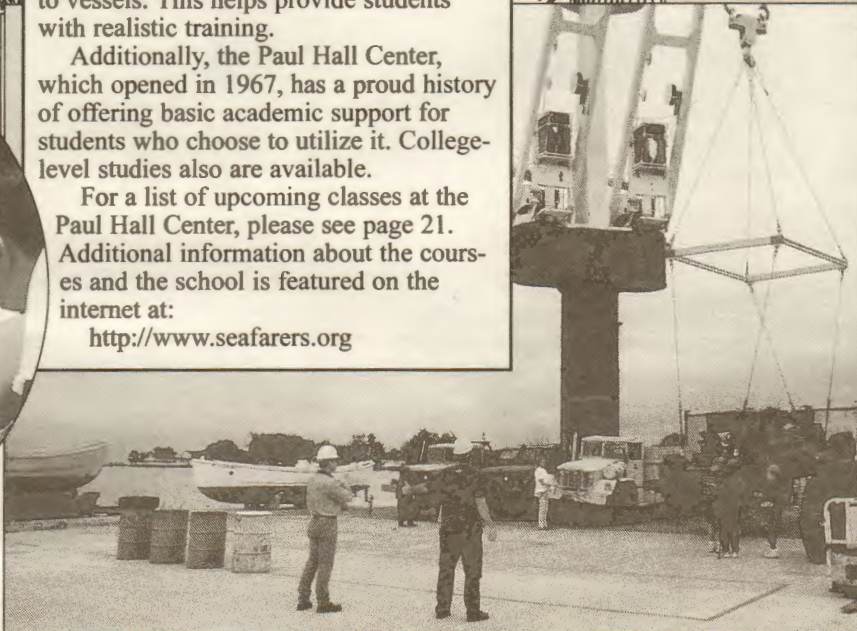
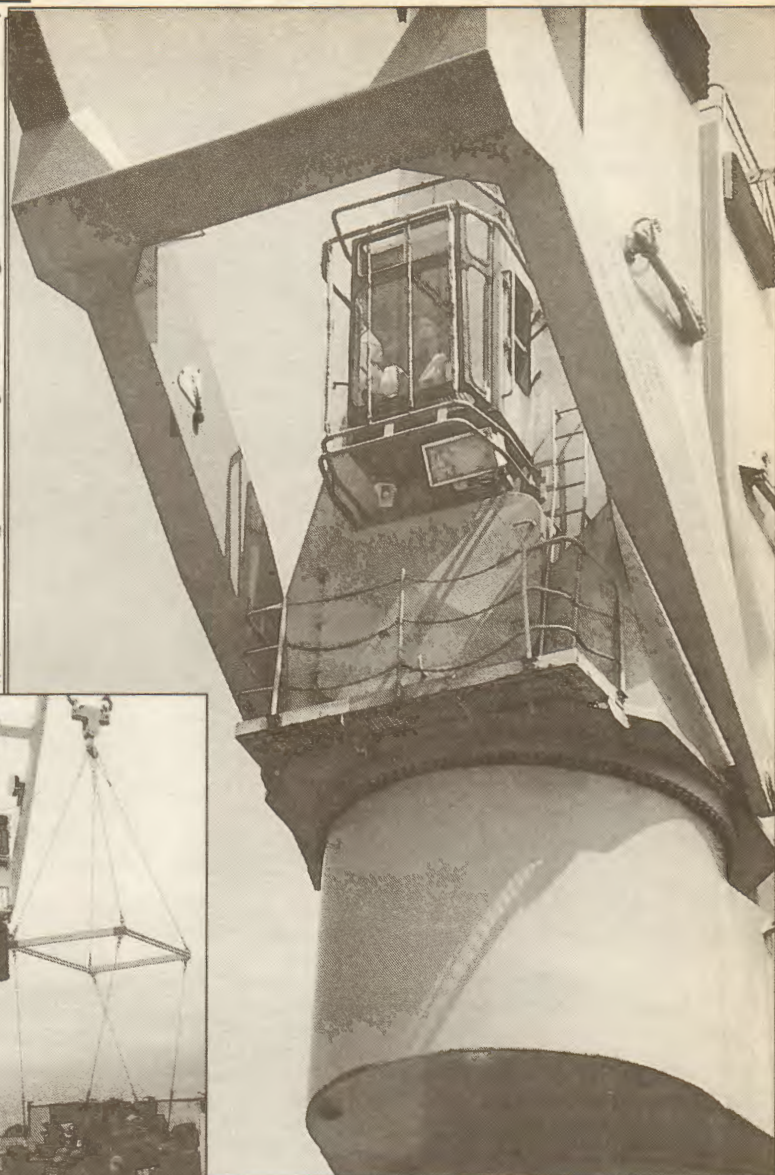
Featuring everything from entry-level training to the most advanced curriculums, the school welcomes Seafarers from all segments of the industry.

This summer, the Paul Hall Center celebrated the opening of the Joseph Sacco Fire Fighting and Safety School—a unique, state-of-the-art facility located near the main campus. The new school replicates shipboard conditions, including various types of blazes that are germane to vessels. This helps provide students with realistic training.

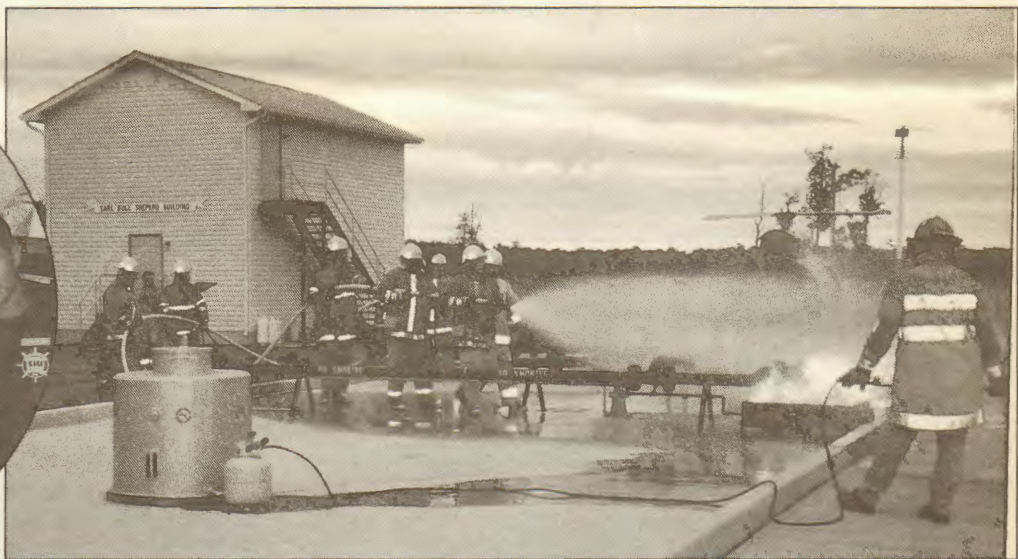
Additionally, the Paul Hall Center, which opened in 1967, has a proud history of offering basic academic support for students who choose to utilize it. College-level studies also are available.

For a list of upcoming classes at the Paul Hall Center, please see page 21. Additional information about the courses and the school is featured on the internet at:

<http://www.seafarers.org>

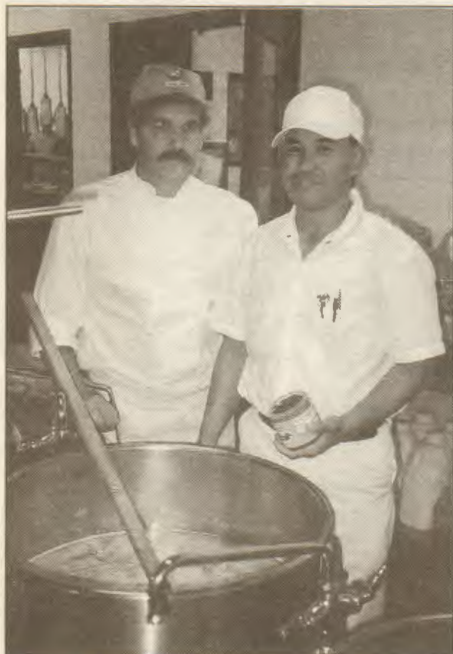


LEFT AND ABOVE: The Hagglund crane offers valuable hands-on training for students at the Piney Point, Md. facility. The crane is used in several classes.



A major addition to the Paul Hall Center is the Joseph Sacco Fire Fighting and Safety School, which opened this summer. Among the courses taught at the new school are basic and advanced fire fighting, confined space safety training, first aid and CPR and others.

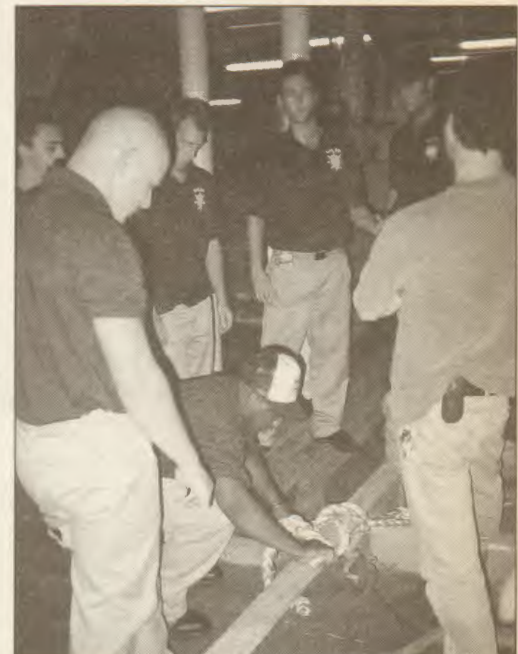
TOP: During the damage control portion of the government vessels course, students learn effective emergency repair techniques. MIDDLE: Delving into the code of federal regulations covering LNG ships are Seafarer John Thompson (left) and instructor Russ Levin. BOTTOM: Taking advantage of the GED program are Seafarers (seated, from left) Sandra Leonard and Shanon Bonefont. Standing are instructors Peggy Densford (left) and Joan Miles.



Professional interaction between steward department upgraders such as Dang Rashidi (right) and galley instructors like John Hetmanski helps Seafarers maximize their learning experience.



ABOVE AND INSET: Students in the AB course get valuable time at the wheel aboard the training vessel *Osprey*, one of several instructional boats located at the school.



Sometimes hands-on training takes place beyond the campus. Here, unlicensed apprentices learn aboard the SIU-crewed *USNS Capella* while the vessel was docked in Baltimore.

DO BUY

Breakfast Cereals



This list of many of the union-made breakfast cereals and other foods suited for breakfast has been compiled from information from the Bakery, Confectionery, Tobacco and Grain Millers Union (BCTGM), the Retail, Wholesale and

Department Store Union Council (RDWSU) of the United Food & Commercial Workers (UFCW), the United Steelworkers of America (USWA), and from the files of the Union Label & Service Trades Department, AFL-CIO.

American Home Foods

Mapo; Wheateena

General Mills

Basic 4 Corn Flakes; Boo Berry; Bran Chex; Cheerios; (plain, Apple Cinnamon, Honey Frosted, Honey Nut, and Multi-Grain); Cinnamon Toast Crunch; Clusters; Cocoa Puffs; Cookie Crisp; Count Chocula; Country Corn Flakes; Corn Chex; Fiber One; Frankenberry; Golden Grahams; Kaboom; Kix; Lucky Charms; Raisin Bran Nut; Rice Chex; Total (regular, raisin bran and corn flakes); Trix; Wheat Hearts hot cereal; Wheat Chex; Wheaties (frosted and plain)

Kellogg's

All-Bran (plain, Bran Buds, Extra Fiber); Apple Jacks; Apple Cinnamon Squares Mini-Wheats; Blueberry Squares; Breakfast Mates; Cocoa Frosted Flakes; Cocoa Krispies; Complete Bran Flakes; Complete Oat Bran Flakes; Complete Wheat Bran Flakes; Corn Flakes; Corn Pops; Cracklin' Oat Bran; Crispix; Froot Loops; Frosted Flakes; Frosted Mini-Wheats (regular and bite size); Healthy Choice (Almond Crunch with

Raisins, Low Fat Granola, Low Fat Granola with Raisins, Muselix Raisin & Almond Crunch, Toasted Brown Sugar Squares); Just Right (fruit & nut and with Crunch Nuggets); Marshmallow Blasted Froot Loops; Nut & Honey Crunch; Nut & Honey Crunch O's; Nutri-Grain (Almond Raisin, Golden Wheat, Golden Wheat & Raisin); Product 19; Raisin Bran; Raisin Bran Crunch; Raisin Squares Mini-Wheats; Rice Krispies (plain, frosted, Apple Cinnamon, Treats); Smacks; Smart Start; Snack Pack; Special K; Strawberry Squares; Strawberry Squares Mini-Wheats

Nabisco

Cream of Wheat

Post

Alpha-Bits (plain and marshmallow); Blueberry Morning; Bran Flakes; Fruit n' Fibre; Fruity Pebbles; Grape Nuts; Great Grains; Honey Bunches of Oats (plain, with Almonds and with Graham); Honeycomb; Oreo Os; Post Toasties; Super Golden Crisp

Quaker

Apple Zaps; Cap'n Crunch; Cinnamon Toasted Oatmeal Squares; Cocoa Blast; Fruittangy Ohs; Harvest Oat Flakes (plain and with apples); Honey Dippes; Honey Graham Ohs; King Vitamin; Life; Marshmallow Safari; Oatmeal; Quaker 100% Natural Cereal; Quaker 100% Low Fat Natural Cereal; Quisp; Sweet Crunch; Toasted Oatmeal (plain, honey and nut); Toasted Oatmeal Squares

Wheetabix

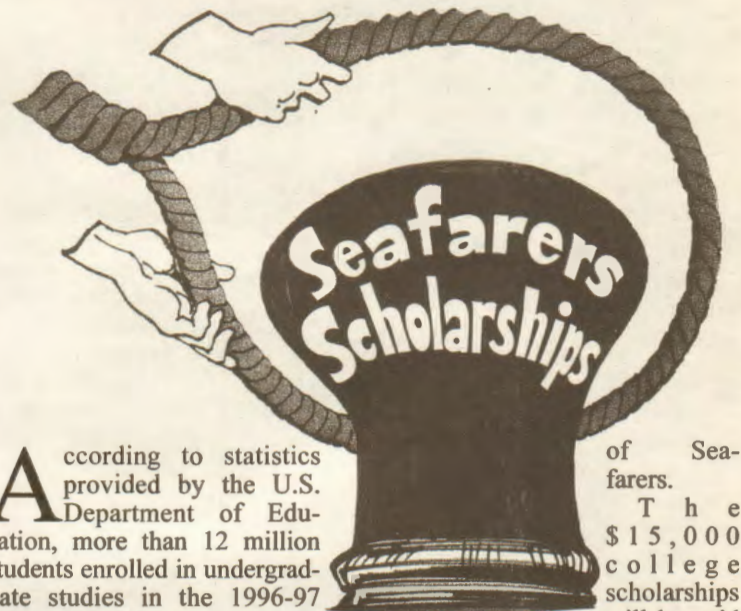
Grainfield's; Wheetabix

Miscellaneous

Betty Crocker Muffin Mixes; Betty Crocker Pancake Mix; Betty Crocker Special Muffin Mixes; Carnation breakfast bars; Washington Pancake Mix; Raga Muffins; Indian Head Cornmeal; Mrs. Crutchfield Muffin Mix; Lender's bagels; Nutri-Grain cereal bars (all flavors); Rice Krispies Treats (squares and Chocolate Chip Squares); Pop-Tarts; Eggo Frozen Waffles (all flavors and configurations); Chewy Granola Bars (all flavors); Pop-Tarts (all flavors and configurations); Quaker Oats Rice Cakes; Menu Magic Instant breakfast; Brooklyn Bagel; Chex Mixes (Traditional, Cheddar, Bold, Hot 'N Spicy)



Good News In Y2K...



According to statistics provided by the U.S. Department of Education, more than 12 million students enrolled in undergraduate studies in the 1996-97 school year.

of Seafarers. The \$15,000 college scholarships will be paid

And the cost per year of attending college was anywhere from \$2,257 for a two-year public school to \$22,533 for a four-year private institution.

at a rate of \$3,750 per year over a four-year period. The \$6,000 awards are paid at a rate of \$3,000 per year.

Now, two years later and almost into the new millennium, those figures continue to increase. Competition remains great, but the financial outlay involved is exorbitant and way out of the reach of many.

The first step in finding out more about the scholarship program and application process is to send away for the Seafarers Scholarship Program booklet. The booklet contains all the necessary information a prospective student will need to complete the application. To receive a copy of this guide, fill out the coupon at the bottom of this page and return it to the address listed on the form.

The Seafarers Welfare Plan understands that education should be made available to everyone to pursue their goals. In 1952, it established a scholarship program to help qualified members and their dependents finance their college and vocational educations. This program continues to thrive and is now taking applications for the 2000 program, which will award seven monetary grants to three SIU members and four dependents. All Seafarers and their spouses and children who plan to attend college are encouraged to complete a scholarship application. The deadline for submission of all required paperwork is April 15, 2000.

Once the scholarship booklet has been received, applicants should then check the eligibility information and, if they are eligible, should start collecting other paperwork which must be submitted along with the full application by the April 15, 2000 deadline.

Of the seven scholarships, three are reserved for SIU members. One is in the amount of \$15,000 to be used to help cover the costs of attending a four-year, college-level course of study. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary vocational school or community college.

These items include transcripts and certificates of graduation, letters of recommendation, a photograph of the applicant and a certified copy of his or her birth certificate.

Four scholarships are awarded in the amount of \$15,000 to the spouses and dependent children

Since the scholarship awards are made primarily on the basis of high school grades and the scores of either College Entrance Examination Boards (SAT) or American College Tests (ACT), arrangements should be made to take these exams no later than February 2000 to ensure the results reach the scholarship selection committee in time to be evaluated.

Let the Seafarers Welfare Plan help you make the most of Y2K.

Personal Greetings for Holiday Issue of the LOG

As has been done in past years, this December's edition of the Seafarers LOG will include the ever-popular holiday greetings from active and retired Seafarers and their families to other members of the seafaring community and their families.

To ensure that your holiday message is published, please follow the instructions below:

- PRINT or TYPE (in 25 words or less) the message in the space provided. Photographs also are welcome. (Please print—if we cannot read your message, it will not be included.)
- Be sure your greeting is in the holiday spirit.
- Do not send more than three entries per person. (This form may be reproduced.)
- Be sure to include your name as well as the name of the person to whom you are sending the greeting. (Your name is necessary since the notices are listed alphabetically by the sender's last name.) Include your phone number in case there are any questions.
- The holiday greetings must be received no later than Monday, November 15, 1999.
- Send your entries to the Seafarers LOG, 5201 Auth Way, Camp Springs, MD 20746. You also may FAX copies directly to the LOG at (301) 702-4407.

Additionally, forms may be filled out in any union hall and turned in to the official at the counter—or may be given to the boarding patrolman during a vessel's payoff.

The holiday greetings section of the December LOG is a favorite feature for many, so be sure to get your message in on time.

HOLIDAY MESSAGE
(Please Print)

To: _____

From: _____

Sender's Telephone Number: _____

Message: _____

- Check the block which describes your status with the SIU:
- Active Seafarer
 - Family Member of Active Seafarer
 - Retired Seafarer
 - Family Member of Retired Seafarer

Other: _____

10/99

Please send me the 2000 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name _____

Mariner's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

This application is for: Self Dependent

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

10/99

Dispatchers' Report for Deep Sea

AUGUST 16 — SEPTEMBER 15, 1999

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	26	16	6	15	10	2	6	45	22	10
Philadelphia	6	6	1	5	2	0	2	6	4	3
Baltimore	7	6	3	8	7	0	4	7	7	4
Norfolk	8	18	8	9	15	8	2	19	17	9
Mobile	9	9	5	6	4	6	2	14	13	3
New Orleans	18	14	9	15	13	4	2	28	17	7
Jacksonville	31	18	13	29	14	11	13	51	21	12
San Francisco	21	8	3	23	8	4	5	31	11	3
Wilmington	26	12	6	17	11	3	10	37	15	11
Seattle	22	9	4	16	6	5	8	49	13	3
Puerto Rico	9	2	9	9	5	3	4	19	0	9
Honolulu	13	9	4	6	7	0	1	20	8	5
Houston	32	12	9	20	10	5	10	48	18	13
St. Louis	1	1	6	3	1	5	2	2	3	10
Piney Point	2	3	5	2	2	2	0	4	2	3
Algonac	2	1	2	0	1	1	0	3	1	1
Totals	233	144	93	183	116	59	71	383	172	106
ENGINE DEPARTMENT										
New York	15	11	2	9	10	1	2	23	15	5
Philadelphia	0	4	0	1	4	0	0	1	2	0
Baltimore	5	3	0	5	7	1	0	6	3	0
Norfolk	4	8	4	3	8	3	4	9	9	4
Mobile	7	5	3	3	4	2	0	14	8	2
New Orleans	3	8	7	6	8	4	1	11	11	5
Jacksonville	19	14	1	19	8	5	8	25	18	6
San Francisco	12	5	2	5	4	2	3	22	9	1
Wilmington	9	8	3	8	6	5	4	13	10	3
Seattle	15	10	2	12	5	1	7	22	9	3
Puerto Rico	6	1	0	3	0	1	1	8	5	0
Honolulu	5	8	3	3	4	3	2	8	9	2
Houston	11	4	3	15	4	2	5	19	8	3
St. Louis	1	3	1	0	1	1	0	2	2	1
Piney Point	2	4	1	1	2	0	1	5	3	1
Algonac	1	0	0	1	0	0	0	0	0	0
Totals	115	96	32	94	75	31	38	188	121	36
STEWARD DEPARTMENT										
New York	16	7	0	14	6	0	4	22	10	0
Philadelphia	3	2	1	0	1	1	1	5	1	1
Baltimore	5	1	0	5	0	1	0	5	2	0
Norfolk	8	6	2	8	4	1	2	7	6	4
Mobile	4	4	0	5	2	2	1	6	8	0
New Orleans	7	5	1	4	3	2	1	12	7	1
Jacksonville	16	6	3	11	3	2	2	31	9	3
San Francisco	17	3	1	16	2	1	5	34	8	0
Wilmington	18	2	2	9	2	1	2	32	4	2
Seattle	22	2	3	19	1	1	9	38	4	3
Puerto Rico	1	0	1	1	1	0	0	1	0	1
Honolulu	10	8	16	9	5	7	10	20	9	15
Houston	8	6	0	8	1	0	5	17	9	2
St. Louis	2	2	0	3	1	0	0	1	3	0
Piney Point	2	4	0	1	2	0	0	3	6	0
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	139	58	30	113	34	19	42	234	86	32
ENTRY DEPARTMENT										
New York	5	25	18	3	10	7	0	13	47	40
Philadelphia	1	1	2	0	0	0	0	2	2	3
Baltimore	0	4	2	1	3	1	0	0	4	2
Norfolk	0	16	11	1	7	10	0	0	21	8
Mobile	0	4	1	0	4	2	0	1	11	0
New Orleans	2	8	4	3	5	7	0	2	14	9
Jacksonville	5	21	9	1	13	2	0	6	28	24
San Francisco	5	17	3	10	16	2	0	8	22	6
Wilmington	4	12	8	3	7	3	0	5	18	16
Seattle	6	12	13	4	5	1	0	16	21	15
Puerto Rico	6	2	4	1	0	1	0	9	3	5
Honolulu	9	34	72	4	14	55	0	13	50	97
Houston	0	12	4	0	7	2	0	3	19	11
St. Louis	0	0	1	0	0	1	0	0	0	1
Piney Point	1	10	15	0	5	8	0	2	11	18
Algonac	0	0	1	0	0	0	0	1	0	1
Totals	44	178	168	31	96	102	0	81	271	256
Totals All Departments	531	476	323	421	321	211	151	886	650	430

*"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.

November & December 1999 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney PointMonday: November 8, December 6
 AlgonacFriday: November 12, December 10
 BaltimoreFriday: November 12*
 (*change created by Veterans Day holiday)
 Thursday: December 9
 DuluthWednesday: November 17, Dec. 15
 HonoluluFriday: November 19, December 17
 HoustonMonday: November 15, December 13
 JacksonvilleFriday: November 12*
 (*change created by Veterans Day holiday)
 Thursday: December 9
 Jersey CityWednesday: November 24, Dec. 22
 MobileWednesday: November 17, Dec. 15
 New BedfordTuesday: November 23, December 21
 New OrleansTuesday: November 16, December 14
 New YorkTuesday: November 9, December 7
 NorfolkFriday: November 12*
 (*change created by Veterans Day holiday)
 Thursday: December 9
 PhiladelphiaWednesday: November 10, Dec. 8
 San FranciscoThursday: November 18, December 16
 San JuanFriday: November 12*
 (*change created by Veterans Day holiday)
 Thursday: December 9
 St. LouisFriday: November 19, December 17
 TacomaFriday: November 26, December 24
 WilmingtonMonday, November 22, December 20

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

Personals

GUILTERMO PEDROZA

Please get in touch with your sister, Luz Fisher Pedroza, at 72 Gouverneur St., New York, NY 10002; or telephone (212) 693-0697.

DAVID WILLIAMS

Marie Wood-Barker would like to hear from David Williams, whose ship was in drydock in Savannah, Ga. from September 1981 to February 1982. Please call her in Savannah at (912) 352-0109.

Correction

An article and corresponding photo caption on page 6 of the August issue of the *Seafarers LOG* should have stated the following: The American Council on Education (ACE) on June 22 evaluated courses offered by the Paul Hall Center for Maritime Training and Education. This evaluation was for ACE college credit recommendations, but was not a quality standard system (QSS) review.

Notice

FLU SHOTS SET FOR OCTOBER 22 IN TACOMA

Virginia Mason Clinic will again offer free flu shots this year to members, dependents and retirees who qualify under the rules of the Seafarers Welfare Plan. The inoculations will be given at the Tacoma hall after the October membership meeting on Friday, October 22, 1999, from 1 p.m. until 3 p.m. The address is 3411 South Union Avenue.

In order to expedite the necessary paperwork, it is requested that any member, dependent or retiree intending to receive a flu shot call the hall one week prior to October 22. The telephone number is (253) 272-7774.

**Seafarers International Union
Directory**

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgoy
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermett Mangram
Vice President Government Services



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

3911 Lapalco Blvd.
Harvey, LA 70058
(504) 328-7545

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

AUGUST 16 — SEPTEMBER 15, 1999

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	22	15	0	8	8	0	14	7
ENGINE DEPARTMENT									
Algonac	0	7	8	0	5	6	0	2	2
STEWARD DEPARTMENT									
Algonac	0	4	4	0	4	1	0	0	3
ENTRY DEPARTMENT									
Algonac	0	22	18	0	12	8	0	10	10

Totals All Depts 0 55 45 0 29 23 0 26 22

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

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

Dispatchers' Report for Inland Waters

AUGUST 16 — SEPTEMBER 15, 1999

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	2	0	5	0	0	5	2	1	11
Lakes, Inland Waters	43	0	0	21	0	0	22	0	0
West Coast	4	0	4	10	1	7	8	1	5
Totals	49	0	9	31	1	12	32	2	16
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	1	0	0	1	0	0	2
Lakes, Inland Waters	28	0	0	15	0	0	13	0	0
West Coast	0	0	0	1	0	1	2	0	0
Totals	28	0	1	16	0	2	15	0	2
STEWARD DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	1	0	0	1	0	0	1
Lakes, Inland Waters	24	0	0	7	0	0	17	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	24	0	1	7	0	1	17	0	1

Totals All Depts 101 0 11 54 1 15 64 2 19

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

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

PIC-FROM-THE-PAST

This photo was sent to the *Seafarers LOG* by **Neal S. Cairns** of Toms River, N.J.

The picture was snapped aboard the SS *LaSalle*, which sailed between New York and Europe carrying general and military cargo.

Cairns (who sailed as an AB) is at bottom right. Next to him is AB Ralph Denayer and (far right, standing) is Bosun Arne Bjorrnsen, who went on to get his captain's license. Also in the photo is Rich Rundblad.

Cairns joined the SIU in 1947. In 1953 he went to work for his local township (East Orange, N.J.) and became a special police captain. Upon his retirement from that career, he moved to Tom's River.





Joining the growing number of SIU pensioners this month are 19 members who have retired after many voyages on the world's oceans, waterways and lakes.

Among the retirees, 10 sailed in the deep sea division, six shipped in the inland division, and three plied the Great Lakes.

Nine of those signing off their ships for the last time sailed in the deck department, eight shipped in the engine department, and two were members of the steward department.

This month's pensioners are scattered across the country: seven have retired to the East Coast, six make their homes in the Gulf states, three reside on the West Coast, two live in the Midwest, and one person calls Puerto Rico home.

On this page, the *Seafarers LOG* presents brief biographical accounts of this month's pensioners.

DEEP SEA



EARL ADAMS, 53, graduated from the Andrew Furuseth Training School in 1966 and

joined the Seafarers in the port of San Francisco. His first ship was the *Ames Victory*. A native of Mobile, Ala., Brother Adams worked in the engine department and upgraded at the Seafarers Harry Lundeberg School in Piney Point, Md. During his career, he also attended educational conferences at the school. He last sailed aboard the *HMI Astrachem*, operated of Intercocean Ugland Management. Brother Adams makes his home in Mobile.

BENJAMIN BALERIO, 65, started his career with the SIU in 1968 in the port of Houston. His first ship was the *Midlake*,



operated by American Bulk Carrier. Born in Texas, Brother Balerio worked in the engine department, last sailing aboard the *Overseas Alaska*. Dayton, Texas is where he calls home.

ERNEST J. COX, 56, first sailed with the Seafarers in 1969 aboard the *Halcyon Panther*. A native of Pennsylvania, he worked in the engine department and upgraded at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Prior to his retirement, Brother Cox sailed aboard the *Courier*, an Intrepid Ship Management vessel. From 1960 to 1964, he served in the U.S. Navy. He makes his home in New York.

JUANITO P. FIEL, 63, joined the Marine Cooks and Stewards (MC&S) in 1965. His first ship was the *President Cleveland*, an American President Line vessel. Brother Fiel worked in the steward department, most recently in 1998 aboard the *Mokihana*, oper-

ated by Matson Navigation Co. Tracey, Calif. is home to Brother Fiel.

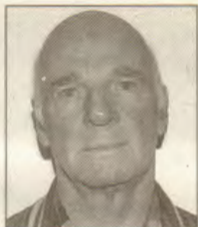
EVANS R. GATEWOOD, 82, started his career with the Seafarers in 1973 in Yokohama, Japan, first sailing aboard the *Gateway City*, a Sea-Land Service vessel. Born in Missouri, he sailed in the engine department and upgraded his skills at the union's training facility in Piney Point, Md. Brother Gatewood last sailed in 1992 aboard the *Sea-Land Spirit*. He was a veteran of World War II, having served in the U.S. military from 1935 to 1945. He makes his home in Oakland, Calif.



JOHN McLAIN, 54, graduated from the Seafarers Harry Lundeberg School in 1968 and

joined the SIU in the port of Philadelphia. He first sailed aboard the *Columbia Banker*. A native of Pennsylvania, he started in the deck department and upgraded at the union's school in Piney Point, Md. He later transferred to the steward department, last sailing aboard the *Cape Johnson*, an American Overseas vessel. Brother McLain has retired to Philadelphia.

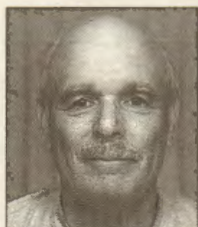
JAMES J. MATES, 69, first sailed with the Seafarers in 1960. Brother Mates worked in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship. He last sailed aboard the *Sea-Land Innovator*. Born in Pennsylvania, he makes his home in San Francisco.



JOHN P. REAMS, 66, joined the SIU in 1969, first sailing aboard the *Penn Ranger*. During his career, he

worked in all three departments and upgraded his skills at the union's school. Brother Reams last sailed in the engine department aboard the *Stonewall Jackson*, operated by Waterman Steamship Corp. From 1953 to 1968, he served in the U.S. Navy. New Orleans is where he calls home.

ANTHONY RIPOLL, 65, started his career with the Seafarers in 1986 in the port of New Orleans. His first ship was the *USNS Pollux*, a Bay Tankers vessel. A native of Louisiana, he sailed in the engine department and upgraded at the Paul Hall



Center for Maritime Training and Education. Prior to his retirement, he signed off Waterman Steamship Corp's *Stonewall Jackson*. Brother Ripoll makes his home in Kenner, La. From 1951 to 1955, he served in the U.S. Navy.



RAUL RIVERA, 63, graduated from the Andrew Furuseth Training School in 1962 and joined the

SIU in the port of New York. His first ship was the *Transglobe*, a Hudson Waterways Corp. vessel. Born in Puerto Rico, he worked in the deck department. Prior to retiring, he sailed aboard the *Sea-Land Producer*. Brother Rivera has retired to Bayamon, P.R.

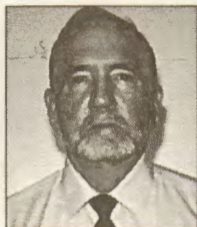
INLAND

CLYDE L. ALBAUGH JR., 66, began sailing with the SIU in 1962 from the port of Philadelphia. Boatman Albaugh, worked as a captain, last sailing aboard the tug *McGraw*, operated by Taylor Marine Towing Co. During his career, he upgraded at the union's school in Piney Point, Md. Born in Pennsylvania, he has retired to Wenonah, N.J.

EUGENE D. BRADSHAW, 62, started his career with the Seafarers in 1979 in the port of Norfolk, Va. He first sailed aboard the *Holly S*. The Virginia native worked as a captain, most recently aboard the *M. Jean Dudley*, operated by Piney Point Transportation. Boatman



Bradshaw makes his home in Onley, Va.



PATRICK T. CARSON, 62, began sailing with the SIU in 1979 from the port of Tampa, Fla.. He first

worked aboard the deep sea vessel *Cantigny* as a member of the deck department and later transferred to the inland division. Born in Canada, Boatman Carson worked as a captain, most recently in 1989 aboard the *Sea Hawk*, a Crowley Towing & Transportation Co. vessel. He has retired to Tampa, Fla.

CHARLES W. EGAN, 63, began sailing with the Seafarers in 1981 from the port of Norfolk, Va. During his career, he sailed in both the deck and engine departments and upgraded his skills at the Paul Hall Center for Maritime Training and Education. Boatman Egan sailed primarily aboard vessels operated by Allied Towing Co. Prior to his retirement, he signed off the *Sea Hawk*. Boatman Egan makes his home in Elizabeth City, N.C.

JEROME PELLEGAL, 66, started his career with the SIU in 1967. A native of Louisiana, he sailed in the deck department. Boatman Pellegal last sailed in 1979 aboard a Southern Ohio Towing Co. vessel. He has retired to Vicksburg, Miss.

LEROY WELCH, 62, first sailed with the Seafarers in 1961. Born in Port Arthur, Texas, he worked as a captain. Boatman Welch last sailed aboard a Moran Towing



Co. vessel. He makes his home in Orange, Texas.

GREAT LAKES



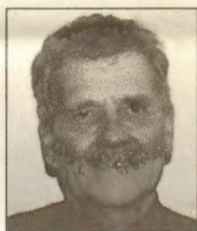
DAVID B. GRANN, 53, began sailing with the Seafarers in 1969 in the port of Detroit. Born in North Dakota, he

sailed in both the engine and steward departments. Brother Grann last sailed aboard the *J. J. Boland*, an American Steamship Co. vessel, as a member of the steward department. He has retired to Duluth, Minn.

GERALD M. NOKLAND, 55, started his career with the SIU in 1963 in Alpena, Mich. Brother Nokland worked in the



engine department, last sailing aboard the *Paul H. Townsend*, operated by Inland Lakes Management. From 1965 to 1969, he served in the U.S. Navy. He makes his home in Hubbard Lake, Mich.



VICTOR F. WEBER, 65, joined the Seafarers in 1987 in the port of Algonac, Mich. Born in Illinois, he

worked in the deck department and upgraded at the union's school. From 1954 to 1958, he served in the U.S. Coast Guard. Prior to retiring, he signed off the *Presque Isle*, a Great Lakes Corp. vessel. Brother Weber has retired to South Williamsport, Pa.

Reprinted from past issues of the *Seafarers LOG*

1939
On Wednesday, October 2, 1939 in

Savannah, Ga., delegates from the Atlantic, Gulf and Great Lakes Districts met for the purpose of drafting a constitution for the Seafarers International Union. In addition to the basic constitution, issues to be voted on included the shipping rules, hospital and strike assessments, and a constitutional amendment that provided that in order to become a member, a man must be a citizen. The constitution was adopted by a vote of 1,225 in favor and 180 opposed. The votes on the constitutional amendment, the shipping rules and the assessments likewise carried by large majorities.

1959
Speaking at the 33rd annual convention of the Propeller Club in Detroit, SIUNA President Paul Hall challenged American-flag ship companies on both the Great Lakes and in offshore trade to join the maritime unions to fight the threat of runaway-flag shipping. He told 250 management representatives that the Great Lakes will become a home for foreign-flag ship-

ping unless shipping companies join with their workers and the unions to combat such incursions. During his appearance at a joint labor-management session, Hall also warned the operators that Great Lakes shipping can only survive in an atmosphere of healthy, responsible collective bargaining.

1985

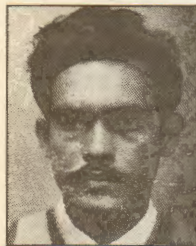
The battleground was the floor of the House of Representatives. The weapon was the House version of the 1985 Farm Bill. The stakes were cargo preference. And when the debris of hours-long debate was finally cleared, all anti-cargo preference amendments were defeated. The result means that Seafarers can count on their rightful share of government-impelled cargo and the jobs and job security that go along with it. The floor fight over cargo preference issues was the culmination of a year-long effort by anti-maritime, agribusiness interests to strip the U.S. merchant marine of a vital asset: government support cargo, one of the few government support programs left to the U.S. merchant fleet. But a concentrated educational and lobbying effort led by the SIU during the past several months stopped the anti-merchant marine forces dead in the water.

THIS MONTH IN SIU HISTORY

Final Departures

DEEP SEA

ANIBAL ALBE



Pensioner Anibal Albe, 75, passed away August 9. A native of Puerto Rico, he joined the Seafarers in 1944 in the port of New York. He worked in

the steward department as a chief cook, last sailing aboard the *Caguas*, operated by Puerto Rico Marine Management, Inc. During his career, he was active in union organizing drives. A resident of Puerto Rico, he began receiving his pension in May 1989.

MARIANO ARRUA

Pensioner Mariano Arrua, 87, died June 16. Born in France, he started his career with the Marine Cooks and Stewards (MC&S) in 1938 in the port of San Francisco. His first ship was the *Matsonia*, a Matson Navigation Co. vessel. The steward department member last sailed aboard American President Line's *President Cleveland*. Brother Arrua retired in January 1969 and made his home in San Francisco.

BALLARD C. BROWNING



Pensioner Ballard C. Browning, 72, passed away August 29. He joined the Seafarers in 1945 in the port of New York. Born in

Kentucky, he sailed in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School in Piney Point, Md., where he graduated from the bosun recertification program in 1975. From 1952 to 1954, he served in the U.S. Army. Prior to his retirement in January 1990, Brother Browning signed off the *Overseas Ohio*. He was a resident of Vidor, Texas.

TERRILL G. CLARK



Pensioner Terrill G. Clark, 68, died August 28. A native of Mobile, Ala., he started his career with the SIU in 1951 in the port of Mobile. His

first ship was the *North Platte Victory*. Brother Clark sailed in the engine department and upgraded his skills at the union's school in Piney Point, Md. Prior to his retirement in December 1987, he sailed aboard the *OMI Hudson*, operated by OMI Corp. He was a resident of Mobile.

ISIDORE C. DONGEN

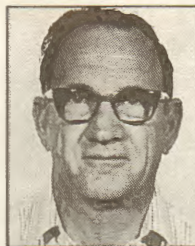


Pensioner Isidore C. Dongen, 85, passed away August 23. Born in Surinam, Dutch Guiana, he joined the Seafarers in

1948 in the port of New York. He worked in the engine department, last sailing aboard the *Oakland*, a Sea-Land Service vessel. A resident of Mobile, Ala., Brother Dongen started receiving his pension in December 1980.

ELDON A. FROESE

Pensioner Eldon A. Froese, 76, died August 29. Brother Froese began his



SIU career in 1947 in the port of Galveston, Texas. Born in Kansas, he sailed as a member of the deck department. Brother

Froese was a veteran of World War II, having served in the U.S. Navy from 1940 to 1946. He made his home in Pearland, Texas and retired in June 1988.

LOUIS GREEN



Louis Green, 51, passed away August 30. A native of Louisiana, he joined the Seafarers in 1997 in the port of New Orleans. Brother Green sailed in the engine department and upgraded his skills at the union's school in Piney Point, Md. He was a resident of Harvey, La.

ROBERT G. HUBBS



Pensioner Robert G. Hubbs, 84, died August 2. A charter member of the Seafarers, he started his career with the union in 1938

in the port of New Orleans. A native of Louisiana, he sailed in the deck department. During his career, he was active in union organizing drives. Brother Hubbs was a resident of Kenner, La.. He began receiving his pension in March 1971.

JAMES KOUVARDAS



Pensioner James Kouvardas, 73, passed away July 27. Born in Massachusetts, he began sailing with the SIU in 1942

from the port of New York. He worked in the engine department and upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship. Brother Kouvardas was a resident of Reno and retired in May 1982. A veteran of World War II, he served in the U.S. Navy from 1943 to 1946.

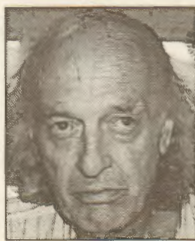
ORLAN MIDKIFF



Pensioner Orlan Midkiff, 85, passed away July 24. He started his career with the SIU in 1967 in the port of Houston. Born in Texas, he

worked in the engine department, last sailing aboard the *Port*, an Asbury Steamship Co. vessel. A veteran of World War II, he served in the U.S. Army from 1942 to 1946. Brother Midkiff retired in April 1979. He was a resident of Jasper, Texas.

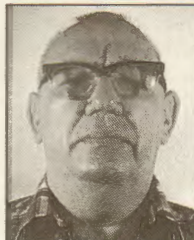
JACK A. MORGAN



Pensioner Jack A. Morgan, 65, died May 23. Brother Morgan first sailed with the Seafarers in 1952. During his career, he sailed in both

the steward and deck departments. He last sailed in 1993 aboard the *Sea-Land Hawaii* and began receiving his pension in November 1998. He lived in Wilmington, Calif.

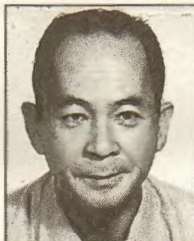
ARNOLD MUNTER



Pensioner Arnold Munter, 87, passed away August 1. Born in Estonia, he joined the SIU in 1953 in the port of Baltimore. His first

ship was the *Hastings*, a Waterman Steamship Corp. vessel. He sailed in the engine department and retired in August 1977. Brother Munter made his home in Long Beach, Calif.

LLOYD Y. NIKAIKO



Pensioner Lloyd Y. Nikaido, 79, died July 27. A native of Hawaii, he started his career with the MC&S in 1954

in the port of San Francisco. He sailed in the steward department and started receiving his pension in January 1981. Brother Nikaido was a resident of Honolulu.

JACK A. RANKIN



Pensioner Jack A. Rankin, 73, passed away August 16. Brother Rankin joined the Seafarers in 1951. A native of Alabama, he sailed as a chief

cook. Prior to his retirement in December 1992, he sailed aboard the *Gulf Trader*, operated by All Marine Services. From 1944 to 1946, he served in the U.S. Army. He was a resident of Mobile, Ala.

WILLIAM RAWLUK



Pensioner William Rawluk, 69, died August 22. He graduated from the Andrew Furuseth Training School in 1962 and

joined the SIU in the port of New York. His first ship was the *Bradford Island*, operated by Cities Service. Born in Canada, he sailed in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School of Seamanship. He last sailed aboard the *Sea-Land Defender*. A resident of Seattle, Brother Rawluk retired in June 1992.

PHILIP RUBISH



Pensioner Philip Rubish, 72, passed away July 29. Born in West Virginia, he first sailed with the Seafarers in 1950. He

worked in the deck department and upgraded his skills at the union's school, where he graduated from the bosun recertification program in 1983. His last ship was the *OMI Champion*, and he began receiving his pension in August 1996. A veteran of World War II, he served in the U.S. Navy from 1943 to 1946. Brother Rubish made his home in Jacksonville, Fla.

JOHN M. YORK



John M. York, 41, died August 10. Brother York graduated from the entry level training program at the Seafarers Harry Lundeberg

School of Seamanship in 1978 and joined the SIU in the port of Piney Point, Md. His first ship was the *Long Lines*, operated by Transoceanic Cable Ship Co. Born in Pennsylvania, he worked in both the deck and steward departments, last sailing in 1981 aboard a Sea-Land Service vessel. He later joined the U.S. Coast Guard and made his home in Wilmington, N.C.

INLAND

MELODY N. COMPTON

Melody N. Compton, 62, passed away July 24. Sister Compton first sailed with the SIU in 1987. Born in West Virginia, she sailed in the steward department, primarily aboard Delta Queen Steamship Co. vessels. She was a resident of Wichita Falls, Texas.

SAMMY M. EVANS



Pensioner Sammy M. Evans, 74, died July 21. Born in North Carolina, he joined the Seafarers in 1967 in the port of Norfolk, Va. Brother Evans

graduated from the towboat operator program in 1973 at the union's training facility in Piney Point, Md. He sailed as a tugboat captain and started receiving his pension in March 1988. He made his home in Brooklet, Ga.

JAMES E. JONES

Pensioner James E. Jones, 65, passed away August 22. A native of Kentucky, he started his career with the SIU in 1964 in the port of St. Louis. Boatman Jones worked in the deck department, last sailing aboard the *Robert Kenokee*, an American Commercial Barge Line vessel. A resident of Flatwoods, Ky., he retired in May 1996.

WILLIAM F. LARY

Pensioner William F. Lary, 74, died July 31. He began sailing with the Seafarers in 1963 after a 20-year career with the U.S. Army. Boatman Lary sailed as a member of the steward department and started receiving his pension in June 1990. He was a resident of St. Louis.

HAROLD E. MCCOY

Pensioner Harold E. McCoy, 80, passed away July 29. A native of Virginia, he joined the SIU in 1971 in the port of Norfolk, Va. He worked in the engine department, last sailing aboard a Curtis Bay Towing Co. vessel. Boatman McCoy retired in March 1988 and made his home in Richmond, Va.

NICK SCOPOLITES



Pensioner Nick Scopolites, 86, died July 29. He joined the Seafarers in 1960 in the port of Mobile, Ala. The Alabama native worked in the steward

department as a chief cook. Prior to his retirement in December 1982, he last sailed aboard a Red Circle Transportation Co. vessel. Boatman Scopolites was a resident of Mobile.

GREAT LAKES

WALTER F. GUNN

Pensioner Walter F. Gunn, 72, passed away August 11. Born in



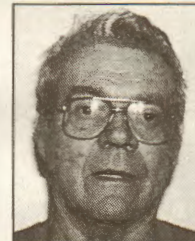
Ohio, he began his career with the SIU in 1961 in the port of Cleveland. Brother Gunn sailed in the deck department. Prior to his retirement in

July 1986, he signed off a vessel operated by Great Lakes Dredge & Dock Co. From 1945 to 1947, Brother Gunn served in the U.S. Army Air Force. He made his home in Coconut Creek, Fla.

WILLIAM E. LASHARE

Pensioner William E. Lashare, 77, died August 26. Brother Lashare started his career with the Seafarers in 1966 in the port of Duluth, Minn. During his career, he sailed in both the engine and steward departments. A native of West Virginia, he retired in January 1987 to Moundsville. From 1948 to 1955, he served in the U.S. Navy.

DONALD O. NELSON



Pensioner Donald O. Nelson, 73, passed away August 17. A native of Minnesota, he joined the SIU in 1958 in the port of Detroit.

Brother Nelson worked in the deck department, last sailing aboard the *Sam Laud*, operated by American Steamship Co. A veteran of World War II, he served in the Navy from 1942 to 1946. He was a resident of Conneaut, Ohio, and started receiving his pension in November 1991.

RAILROAD MARINE

JEROME ABRAMOWITZ

Pensioner Jerome Abramowitz, 72, passed away July 22. Born in New Jersey, he began his career with the Seafarers in 1963 in the port of New York. He worked in the deck department. Brother Abramowitz last sailed aboard a Penn Central Railroad Co. vessel. He made his home in Patterson, N.J. and began receiving his pension in April 1989.

HERMAN E. AHRENS



Pensioner Herman E. Ahrens, 99, died August 25. A native of New Jersey, he began his career as a deckhand in 1917 with

the marine division of the Erie-Lackawana Railroad Co. and joined the SIU in 1963 in the port of New York. During his career, he earned his masters license. Brother Ahrens was a resident of Union City, N.J. He retired in February 1965.

ATLANTIC FISHERMEN

SAM JOSEPH LOIACANO



Pensioner Sam Joseph "Tuni" Loiacano, 81, passed away July 28. A native of Massachusetts, he joined the Atlantic

Fishermen's Union in 1939 in the port of Boston, before it merged with the AGLIWD in 1981. A resident of Gloucester, Mass., Brother Loiacano began receiving his pension in May 1981. He was a veteran of World War II, having served in the U.S. Navy from 1941 to 1945.

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.

SULPHUR ENTERPRISE

(Sulphur Carriers), May 30—Chairman **Marvin Zimbro**, Secretary **Nee Tran**, Educational Director **William Coffy**. Chairman requested everyone use scoop when getting ice—not glasses or big cups. He also asked that washing machine contain full load, not just one or two items. Secretary reminded crew members to clean room and get clean linen for next person. Some disputed OT reported in deck department; no beefs or disputed OT noted by engine or steward delegates.

GLOBAL LINK (Tyco), June 25—Chairman **Jose Gomez**, Secretary **Lanette Lopez**, Educational Director **Peter Littman**, Deck Delegate **Melvin L. Singletary**, Engine Delegate **William H. Young**, Steward Delegate **Radames Toro**. Chairman reported Coast Guard inspection went well; crew did outstanding job. Galley heads fixed by electrician and crew ready to transfer cable. Treasurer announced \$2,200 in ship's fund. No beefs or disputed OT reported.

SEA-LAND ANCHORAGE (Sea-Land Service), June 16—Chairman **Terry Murphy**, Secretary **Harry Lively**, Educational Director **Charles Wharton**, Deck Delegate **Sandy Killian**, Engine Delegate **Craig M. Knorr**, Steward Delegate **Christine Short**. Chairman announced ship arriving in Tacoma, Wash. for pay-off and urged everyone to contribute to SPAD for job security. Secretary commended Steward **Jim Wright** for tremendous job keeping ship clean. Educational director advised everyone to utilize facilities at Piney Point, especially new fire fighting school. He noted Coast Guard is now mandating some courses—like fire fighting—and mariners are urged to take these as soon as possible. Some disputed OT reported in deck and steward departments. Crew asked Paul Hall Center to look into child care facility for upgrading parents. Next ports: Tacoma; Anchorage, Kodiak and Dutch Harbor, Alaska.

SEA-LAND CRUSADER (Sea-Land Service), June 17—Chairman **Eric J. Perez**, Secretary **Joseph P. Emidy**, Deck Delegate **Angel R. Camacho**, Steward Delegate **Luis A. Lopez**. Chairman reported everything going well. He advised crew to keep up with requirements for STCW. Bosun is willing to assist members in getting endorsements stamped. Secretary encouraged crew members to read *Seafarers LOG* and keep abreast of changes in union and industry. Educational director echoed sentiments of all members in thanking SIU leadership for new fire fighting school. No beefs or disputed OT reported. Steward department thanked rest of crew for helping keep mess hall and pantry clean and for cooperation in setting up cookouts. They, in turn, were thanked for fine meals and service, especially for popular cookouts

and clambakes. Next port: Elizabeth, N.J.

SEA-LAND ENTERPRISE (Sea-Land Service), June 27—Chairman **Theodore Doi**, Secretary **Alan E. Hollinger**, Educational Director **Ray Chapman**, Deck Delegate **Manolo V. Delos Santos**, Engine Delegate **Kenneth Harder**, Steward Delegate **Romeo Manansala**. Chairman reported arrival of new mattresses; old ones to be replaced as needed. He also announced contracted raise kicks in as of July 1. Educational director stressed importance of attending upgrading classes at Piney Point and taking advantage of new fire fighting school there. No beefs or disputed OT reported. Next port: Tacoma, Wash.

SEA-LAND EXPEDITION (Sea-Land Service), June 20—Chairman **Norberto Prats**, Secretary **Edgar Vazquez**, Educational Director **Oswald Bermeo**, Steward Delegate **Michael A. Harris**. All running smoothly, according to chairman. Secretary urged crew members to upgrade at Paul Hall Center and support SPAD. Educational director also advised everyone to enroll in upgrading classes and get STCW endorsements. No beefs or disputed OT reported. Chairman read president's report from recent *LOG*. Crew very happy with opening of new Joseph Sacco Fire Fighting and Safety School. Vote of thanks given to all hands for keeping ship in top condition.

SEA-LAND EXPLORER (Sea-Land Service), June 6—Chairman **Raymond Yager**, Secretary **William Burdette**, Educational Director **Ramona Gayton**, Deck Delegate **James C. Henry**, Engine Delegate **Clifford L. Miles**, Steward Delegate **Amin A. Mohamed**. Chairman announced vessel en route from Pusan, South Korea to Long Beach, Calif. and then to East Coast. He thanked everyone for great trip, with "two thumbs up" to steward department. Educational director urged crew members to upgrade skills at Piney Point. Treasurer announced \$1,150 in ship's fund. No beefs or disputed OT reported. Suggestions made for purchase of new video rewinder in crew lounge and for resolving tiling problem in electrician's room. Next ports: Long Beach and Panama.

SEA-LAND HAWAII (Sea-Land Service), June 14—Chairman **Billy Hill**, Secretary **Michael F. Hammock**. Chairman noted pay-off scheduled for June 14 in Elizabeth, N.J. He proudly announced total compliance with company safety rules and environmental laws. Educational director talked about importance of attending classes at new Joseph Sacco fire fighting school in Piney Point and of upgrading skills for better jobs in future. No beefs or disputed OT reported. Suggestion made and forwarded to contracts department to procure transportation for

Seafarers returning to ship after short layup period. Reminder given to crew members leaving vessel to have rooms clean and new set of linen ready for next person. Steward department given vote of thanks for job well done.

SEA-LAND NAVIGATOR (Sea-Land Service), June 20—Chairman **Werner Becher**, Secretary **Lynn McCluskey**, Educational Director **Kevin L. DeSue**, Deck Delegate **Erowin C. Udan**, Engine Delegate **James B. Spranza**, Steward Delegate **Glenn A. Taan**. Chairman reported, weather permitting, vessel will be on schedule for arrival in Tacoma, Wash. He reminded crew to keep doors locked while in port and leave cabin clean with set of fresh linen for next person. Steward reported change in food supply company. Educational director urged members to attend classes at Piney Point facility. No beefs or disputed OT reported. President's report from recent *LOG* read at meeting. Crew noted groundwork laid by SIU in past 10 years paying off with new vessels and jobs for Seafarers. Vote of thanks given to steward department for good food—especially for preparing fresh tuna in Guam. Next ports: Tacoma and Oakland, Calif.

SEA-LAND PRODUCER (Sea-Land Service), June 20—Chairman **Roan Lightfoot**, Secretary **David A. Cunningham**, Educational Director **Keith Jordan Sr.**, Deck Delegate **Daniel W. Miller**, Engine Delegate **Victor L. Sapp**, Steward Delegate **Clifford B. Elliott**. Chairman announced payoff in Jacksonville, Fla. June 22. That date also marks start of vessel's new Caribbean service. He welcomed two unlicensed apprentices aboard and expressed hopes they would like it at sea. Chairman reminded everyone of new way of collecting plastics for disposal and noted that tomorrow's jobs will be around if members upgrade today. Educational director echoed that theme, stating there is always something new to learn about your job or union. Fire fighting school is now open and all hands should take advantage of opportunity to take classes there (including first aid and CPR) since accidents can happen to anyone, anywhere. Treasurer asked for support for ship's fund which helps pay for rental movies. No beefs or disputed OT reported. Suggestion made and forwarded to headquarters regarding lowering of retirement age and seatime required for pension eligibility. Also requested change in time on and off vessels to three months on and two months off. That still requires sailing eight months a year but is perceived to be less stressful. Bosun thanked steward department for terrific culinary talents. Steward department thanked deck department for keeping ship looking great, and deck department thanked engine department for keeping vessel going. Pantryman also given vote of thanks for keeping messhalls and living areas in tip-top condition. Chief steward congratulated Chairman Lightfoot on his bosun recertification. Next port: Jacksonville.

SEA-LAND TACOMA (Sea-Land Tacoma), June 21—Chairman **Joseph Artis**, Secretary **Lincoln E. Pinn Jr.**, Steward Delegate **Amanda F. Suncin**. Chairman announced payoff scheduled June 22 in Tacoma, Wash. He read portions of June *LOG*, including president's report, an interesting article on meanings

of some nautical terms and opening of world-class fire fighting school in Piney Point. Educational director welcomed unlicensed apprentice aboard ship and spoke of training possibilities at Paul Hall Center and job security it provides. Treasurer announced \$1,231 in ship's fund. No beefs or disputed OT reported. Crew reminded to donate to SPAD.

announced \$50 in ship's fund. No beefs or disputed OT reported.

USNS PERSEVERANCE (IOUM), July 28—Chairman **Thomas W. Lasater**, Secretary **George Monseur**, Deck Delegate **Joseph A. Osorio**, Engine Delegate **Tesfaye Gebregziabher**, Steward Delegate **Keith Nixon**. Chairman announced arrival at

The "Three Amigos"



Bosun Wilfredo Rice (left) and AB Arthur Machado (center) believe OS Willard Bell will make a good AB once he completes upgrading classes at the Paul Hall Center. Bell started working on the river 2½ years ago. He then sailed aboard the *USNS Regulus*, where he was GSU for a year, before joining the deck department under the guidance and support of his more seasoned crew mates. (Bell graduated from the AB course on August 6 — see page 21.)

HMI ASTRACHEM (IOUM), July 1—Chairman **Stanley Duranda**, Secretary **Luis Escobar**, Deck Delegate **Michael Edwards**. Chairman noted ship to lay up at end of July. Educational director advised crew members to take time to upgrade skills at Piney Point. Steward delegate thanked his department for job well done; rest of crew also thanked steward department for great meals and excellent work. Next ports: St. Croix, USVI and Guayama, PR.

MAERSK TENNESSEE (Maersk Line), July 6—Chairman **Kyle F. Shultz**, Secretary **Dwight E. Wuerth**, Educational Director **Peter G. Murtagh**, Deck Delegate **Timothy J. Fitzgerald**, Engine Delegate **Jean C. Horne**, Steward Delegate **Earl R. Castain**. Chairman read president's report from recent *LOG* and thanked crew for great voyage. Will ask union for verification of increase in pay and extra day's pay at end of rotation. Suggestion also made to have union look into feasibility of lowering number of days required for retirement regardless of age. Secretary thanked crew members for participation in shipboard barbecues and for good trip. Educational director urged everyone to attend upgrading classes at Paul Hall Center and check maritime documents to be sure they are in good order. Treasurer announced \$219 in ship's fund. No beefs or disputed OT reported. Refrigerator needed in crew's lounge. Next ports: Freeport, Bahamas; Miami, Fla.; Panama; and Charleston, S.C.

SEA-LAND CONSUMER (Sea-Land Service), July 6—Chairman **Francis Adams**, Secretary **Richard A. Seligman**, Educational Director **Howard Hendra**. Chairman noted great crew this voyage and thanked everyone. He led discussion of money purchase plan; most crew members still have not gotten statements regarding their accounts. Secretary urged members to write congressional representatives for support in saving Jones Act. Educational director stressed need for upgrading skills at Paul Hall Center. Treasurer

Marcus Hook, Pa. night of July 1 with payoff scheduled next day. Voluntary contributions for satellite dish accepted at payoff. He reminded crew members to keep current on all union matters through *LOG* and union meetings. No beefs or disputed OT. Suggestion made and sent to headquarters requesting vacation be lowered to 90 days and pension rates be raised. Everyone asked to be mindful of next person when using dryer (clean lint screen after use and remove clothing when dry). Vote of thanks given to steward department for fine job. Next ports: Marcus Hook; Savannah, Ga.; Yabucoa, P.R.; Sun Terminal, Texas.

LIBERTY STAR (Liberty Maritime), August 8—Chairman **Ramon Castro**, Secretary **Lee N. Frazier**, Educational Director **Michael Birke**, Deck Delegate **Willie Chestnutt**, Engine Delegate **Charles E. Bibbs III**, Steward Delegate **Romalies J. Jones**. Chairman noted installation of new ice machine, dryer and reefer box for crew mess. He thanked everyone for good work and reminded them of importance of contributing to SPAD. Secretary stated payoff scheduled for August 13 in Houston. He noted seas were calm entire voyage from St. Petersburg, Russia. Educational director advised crew to upgrade at Piney Point and get endorsements needed for STCW compliance. Treasurer announced \$195 in ship's fund. No beefs or disputed OT reported. Steward department given vote of thanks for fine work.

LNG CAPRICORN (PRONAV), August 15—Chairman **Charles Kahl**, Secretary **Dana Paradise**, Educational Director **John Knott**, Deck Delegate **William Soto Jr.**, Engine Delegate **Rene R. Rosario**, Steward Delegate **Glen Williams**. Chairman relayed captain's thanks for job well done by all hands. Secretary stated all union forms available from him. Educational director urged crew members to get TRB and STCW endorsements. No beefs or disputed OT reported. Communications regarding severance package read and posted. Vote of thanks to steward department for good meals and clean ship. Next ports: Bontang, Indonesia and Osaka, Japan.

Paul Hall Center Graduating Classes



Deck Engine Utility — Students in Phase 3 of the unlicensed apprentice program are (from left, front row) Roosevelt Clark, Lisa Ruiz, Heather Frizzelle, Johanna Saul, Manuel Oliveras, Alvin Clark, (second row) Daniel Bratta, Jonathan Buffington, Jason Foster, Jevon Vontoure, Anderson Saco, (third row) Daniel Borden, Michael Bragdon, Justin Germain, Todd Conley, Chad Schultz and Carey Foster Jr.



Certified Chief Cook — Working in the steward lab are (from left) Chef John Dobson (instructor), John Agugliaro, Robert Knight, Jesus Herrera, Erik Marlowe, Warporn Kirdngern, Jonn Noel, Mutee Zindani and Joseph Packnett.



ARPA — Completing the course in automatic radar and plotting aids on July 30 are (from left) Mike Smith (instructor), David MacCollister, Scott Seller, Paul Szalus and Rimuydas Ourbonas.



STCW Basic Safety — Upgrading Seafarers who on July 30 successfully completed the basic safety class necessary for their STCW endorsements are (from left, front row) Kenneth Bayle, Christopher Corpuz, Suhermadhy Ghani, Felipe Jimenez, Saleh Ahmed, Darren Bates, Richard Oliva, Muthana Koraihs, William Jones, Mike Leo (instructor), (second row) William Feazel, Allen Davis, Pete Lopez, Nasser Hasson, Abdullah Saleh, Jerome Wong, Ernest Polk, William Churney and Felix Marco.



Advanced Fire Fighting — Pictured above are members of the advanced fire fighting class who completed their course work on August 13 at the Joseph Sacco Fire Fighting and Safety School. From the left (kneelling) are Abdullah Saleh, Rey Gabaylo, Bruce Childers, Paul Szalus, Allan Bright, John Glenn, (second row) Jorge Bonelli, John Kolodziej, Sandra Leonard, John Favero, Oscar Angeles, Richard Oliva, Stanley Golden, Neonito Sodusta, (third row) Rodney Aucoin, Roderick Clay, Michael Scinto, John Smith (instructor), Paul Dellorso and Christine Short.



STCW Safety & Fire Fighting — Upgrading SIU and NMU graduates of the STCW safety and fire fighting course are (from left, front row) Freddy Arriola, Richard L. Blakey, John H. Barkhouse, Feliciano Gabino, Frank Monteiro, (second row) Rolly M. Espiritu, Eugene James Smith Jr., Hector Guity, Gerry Davis, (third row) Stormie Combs (instructor), Jose Vazquez and Dana Washington.



Vessel Operations — With instructor Casey Taylor (seated center) are members of Unlicensed Apprentice class 591 who completed the vessel operations course. They are Adam Williams, Romel Holland, Miles Ireland Jr., Brandon Scalzo, Brandon Mines, Jeremy Sutton and Bobby Ellis Jr..



Certified Chief Cook — Completing one of the required modules in the chief cook course are (from left) Janusz Smolik, Dana Washington, Chef John Hetmanski (instructor), Fernando Lopes and Wayne Howard.

Paul Hall Center Graduating Classes



Tanker (PIC) Barge Course — Boatmen completing the tanker (PIC) barge course on July 30 are (from left) Ken Grayhill, Larry Barron, Manny Miranda, James Elbe, Marc Delgadillo, Randy McKenzie, William Smith, Robert Burns and Mitch Oakley (instructor).



Galley Operations — Finishing one of the required two-week modules in the galley operations curriculum are (from left) Ed White (instructor), Rashidi Dadang, Monty Smith, Kyotaro Lopez, James Kidd Jr., Wardell Paze, Herman Stith, Mohamed Quraish and John Palughi.



Basic Fire Fighting — Graduating from the basic fire fighting class on August 6 are (from left) Rick Redmond (instructor), Joe Brown, Wade Rudolph, Robert Ivanauskas, Richard Provost, Robert Burns, John Shivers, Muthana Koraish, Green Hoskins and Sam Meyers (instructor).



HAZWOPER — Part of the tanker familiarization course includes a 16-hour class on worker health and safety (HAZWOPER). Successfully completing that part of the curriculum are (from left) Mark Jones (instructor), Greg Pattison, Rick Woodburn, Clarence Jones, Mark Culbert, Rodney Garrett, Ronald Lauer, Jessie Higgs and Jason Long.



Basic Fire Fighting — Completing their basic fire fighting requirements are members of Unlicensed Apprentice class 592. From the left (front row) are Anthony Hammet (instructor), Michael Spacek, Europa Tuivaiti, Shannon Miranda, Lyndon Ferreira, Tyler Laffitte Jr., (second row) Erik Nappier, Joshua Walker, Shannon Bonefont, Dwayne Brock and Keolamauloahawaiiola Mowat.



Able Seaman — Upgrading graduates of the AB class on August 6 are (in no particular order) Almus Allen, Willard Bell, Keith Bitran, George Bixby, Robert Bradberry, Eric Bridges, Reuben Brown, Edsel Dearce, Carlos Dominguez, John Eaton, Daniel Englund, Gregory Gallagher, Philip Gibson, Theodore Hale, Janaro Jackson, Gaston Lane, Matthew Laughter, Franklin Legore, Harold Lewis, William Maggio, Peter Malone, Charles Mann, Ahmed Mohamed, Duane Reeder, Kathryn Rivera, Morris Robinson, William Schuppman and Thomas Tobin.



Tanker Familiarization/ Assistant Cargo (DL) — Earning their graduation certificates for completion of the tanker familiarization/assistant cargo (DL) course on August 20 are (in no particular order) James C. Anderson, Guy Butler Jr., Allen Davis, Felipe Jimenez, Christopher Corpuz, Jason Foster, Carey Foster Jr., Anderson Saco, Roosevelt Clark, Justin Germain, Daniel Borden, Manuel Oliveras, Chad Schultz, Michael Bragdon, Alvin Clark, Jevon Vontoure, Heather Frizzelle, Daniel Bratta, Todd Conley, Paul Weil, Scott Seiler, Johanna Saul, Jonathan Buffington, Paul Weil, Ernest Polk, Nasser Hasson, Marc Delgadillo, Lisa Ruiz, Emmanuel Rezada, Noel Camacho, Michael Gomes, Mark Wain, Edward Stoelzer, Marco Felix and Thomas Kreis.

Letters to the Editor

(Editor's note: the Seafarers LOG reserves the right to edit letters for grammar as well as space provisions without changing the writer's intent. The LOG welcomes letters from members, pensioners, their families and shipmates and will publish them on a timely basis.)

Captain Sets Great Example

We would like to take this opportunity to give our heartfelt appreciation and acknowledgment of a job well done to Captain John Torjusen. I sailed with Capt. Torjusen aboard the *M/V American Merlin*, and Bosun Lindsay and I both sailed with him aboard the *SS Osprey*. During our voyages aboard the *Osprey*, we were faced with many adversities while transiting the Atlantic Ocean and Black Sea to the Ukraine.

Capt. Torjusen handled everything that the elements, fate and the often corrupted hands of man threw at him in a professional and focused manner. He sets a fine example for any mariner to follow, and we would be truly proud to serve with him aboard any vessel, even a rowboat adrift in the southern ocean.

Steven M. Dickson, Chief Steward
Robert Lindsay, Bosun
aboard the *LTC Calvin P. Titus*

Whoos In Charge?



Cherlye Mix, an OS aboard the *USNS Sumner*, makes her morning visit to Ospho's cage to change his bath water. Ospho is an owl who flew onto the ship about a hundred miles offshore in the Sea of Japan and showed no interest in leaving.

The owl, who was named for the rust-busting solvent used aboard ship, has been taken topside several times and placed on a handrail, but when crew members returned an hour or so later, the owl was still there and willingly returned to his/her cage.

Ospho is extremely tame and routinely sits on crew members' fingers and does not bite, even though the beak is quite powerful. He (or she, no one onboard is exactly sure how to determine this) is fed a daily diet of raw beef.

The owl has yet to sign articles but has become a well-known member of the crew aboard the *Sumner*.

The *USNS Sumner* is operated for the Military Sealift Command by Dyn Marine Services of Virginia and conducts surveys, primarily in the western Pacific, Sea of Japan, East China Sea and South China Sea.

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. 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.

Attention Seafarers:

SPAD Is the Key to Job Security

AFL-CIO NATIONAL BOYCOTTS



SEPTEMBER/OCTOBER 1999

BUILDING MATERIALS & TOOLS

BROWN & SHARPE MFG. CO.

Measuring, cutting and machine tools and pumps

► Machinists

JET EQUIPMENT & TOOLS, INC.

Auburn, Wash., distributor of "JET" brand metal- and wood-working power and hand tools for home and commercial use

► Teamsters

SOUTHWIRE CO.

Commercial and industrial wire and cable; DoffYourself brand homewire

► Electrical Workers

CLOTHING

MASTER APPAREL

Men's and boys' trousers. Labels include Hills and Archer, and Ivy Hill

► Electronic Workers

ENTERTAINMENT/RECREATION

BLACK ENTERTAINMENT TELEVISION

BET cable television, Action payperview, BET on Jazz

► Electrical Workers

REGAL CINEMAS

Chain of 250 movie theaters: "Regal Cinemas" & "Cobb Theaters"

► Stage Employees & Moving Picture Technicians

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

MT. OLIVE PICKLE CO.

Pickles and relishes sold under the Mt. Olive and other labels, including the Food Lion and Harris Teeter supermarket "house" labels

► Farm Labor Organizing Committee

FURNITURE

STRAITS FURNITURE CO.

Jackson, Miss., manufacturer of entertainment centers, dining-room and bedroom furniture. Brands include: Canbrough Oak Collection, Downing Street Collection, Cherry Creek Collection, Hood, Straits

► Electronic Workers, Furniture Workers Division

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

► Paper, Allied-Industrial, Chemical & Energy Workers

FOUR POINTS BY SHERATON

Hotel in Waterbury, Conn.

► Hotel Employees & Restaurant Employees

HOLIDAY INN SUNSPREE HOTEL

Hotel in Kapaa, Hawaii

► Longshore & Warehouse Union

NEW OTANI HOTEL & GARDEN

Hotel in downtown Los Angeles

► Hotel Employees & Restaurant Employees

OTHERS

CF&I STEEL and OREGON STEEL MILLS, INC.

Steel, including rod, bar, rail, pipe and steel plate

► Steelworkers

WELLS FARGO and NORWEST BANKS

Wells Fargo has branches in Arizona, California, Colorado, Idaho, Nevada, New Mexico, Oregon, Texas, Utah and Washington;

Norwest has branches in Arizona, Colorado, Indiana, Iowa, Minnesota, Montana, Nebraska, Nevada, New Mexico, North Dakota, Ohio, South Dakota, Texas, Wisconsin and Wyoming

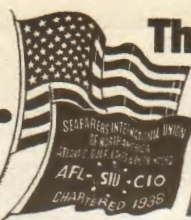
► Steelworkers

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 & Grain Millers

PLEASE POST



The

www.seafarers.org

Volume 61 Number 10

October 1999

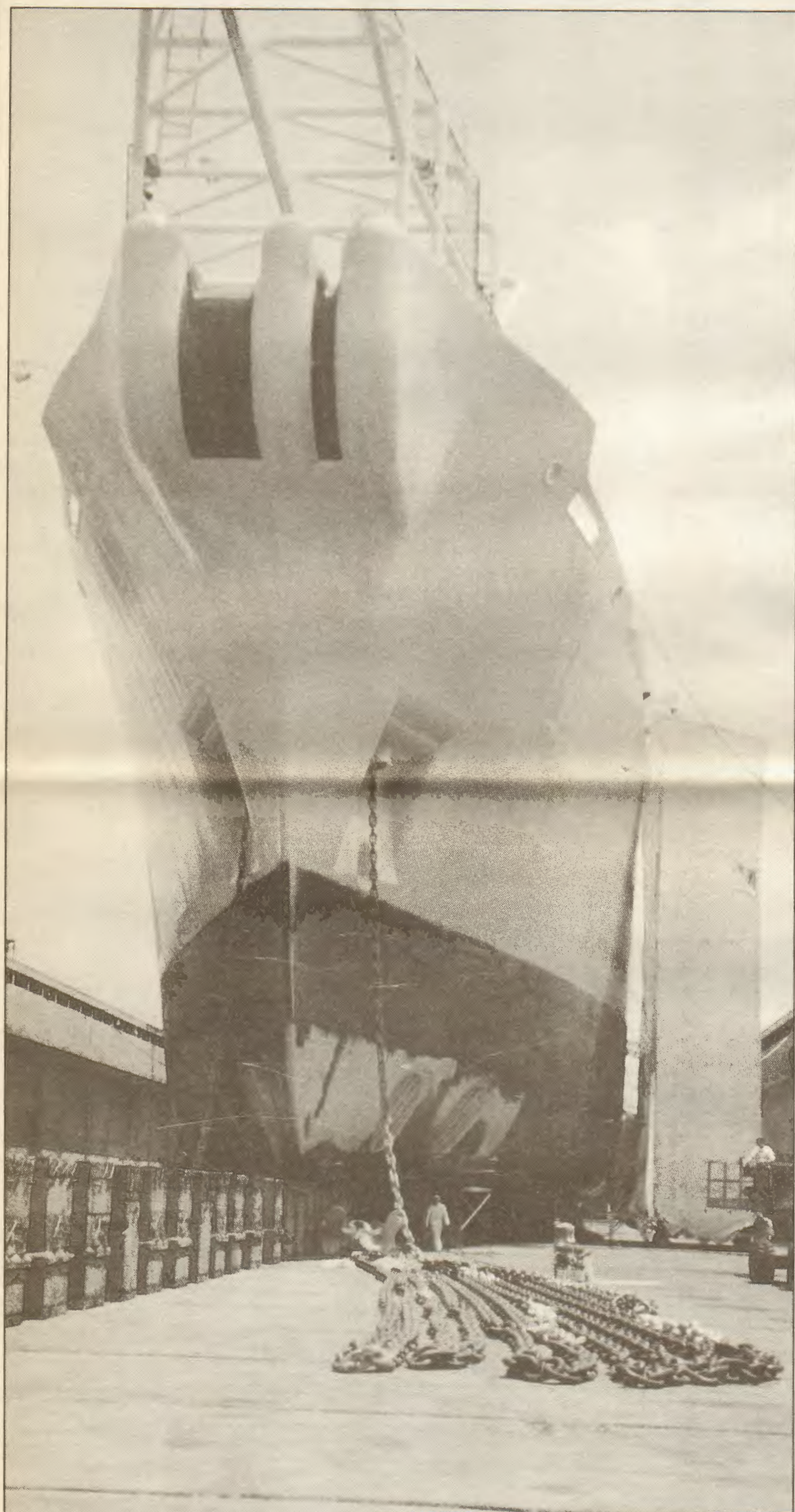
Seafarers Log

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

Thinking About College?

The Seafarers Welfare Plan is offering seven scholarships in 2000 to three Seafarers and four dependents of SIU members. See page 14 for additional information.

Global Mariner Back in Action



Replacing tile inside the vessel is AB Nestor Agcailli.



Keeping a close eye on his work is AB Kevin Bowden.

After a brief stay this summer in a South Carolina shipyard, the SIU-crewed cable ship *Global Mariner* recently returned to its home port of Baltimore.

"We're doing routine maintenance and remaining on stand-by for assignment," noted Recertified Bosun **Jeremiah Harrington**, a 20-year Seafarer whose father, Recertified Bosun **Arthur Harrington**, also sailed with the SIU. "Sometimes our missions are scheduled, while other times it's a surprise assignment. We're ready no matter what."

Launched in 1992, the *Global Mariner* is loaded with state-of-the-art equipment. The 478-foot vessel features "dynamic positioning" which "coordinates the ship's main propulsion power and the twin bow and stern thrusters for precision maneuvering and station keeping," notes the vessel operator, Tyco Submarine System Ltd.

The *Global Mariner* can store and haul more than 3,200 nautical miles of fiber-optic cable and travels at a top speed of 13.8 knots.

In July, the ship underwent routine repairs at Detyen Shipyard in Charleston, S.C.

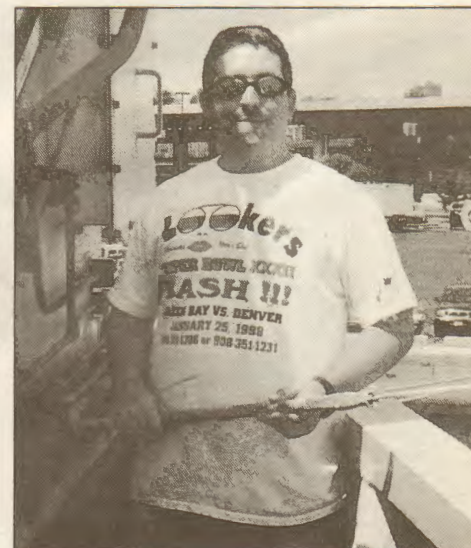
During a subsequent visit by a *Seafarers LOG* reporter to the vessel in Baltimore, Seafarers mentioned that camaraderie among the crew extends from ship to shore. "We enjoy seeing each other on and off the ship," said Chief Cook **Anna Alexander**.

One crew member, OS **Randy Diaz**, completed the unlicensed apprentice program at the Paul Hall Center for Maritime Training and Education earlier this year. He said his experience aboard the *Global Mariner* has reinforced that he made a good career move.

"It's been quite an experience so far," Diaz stated. "It's been pretty good, really."



Recertified Bosun Jeremiah Harrington describes the crew as dedicated and hard-working.



AB Kevin Young masters his brush stroke on the deck.



Pictured in the engine room are Recertified Bosun Jeremiah Harrington (left) and Chief Electrician Gregory Thomas.