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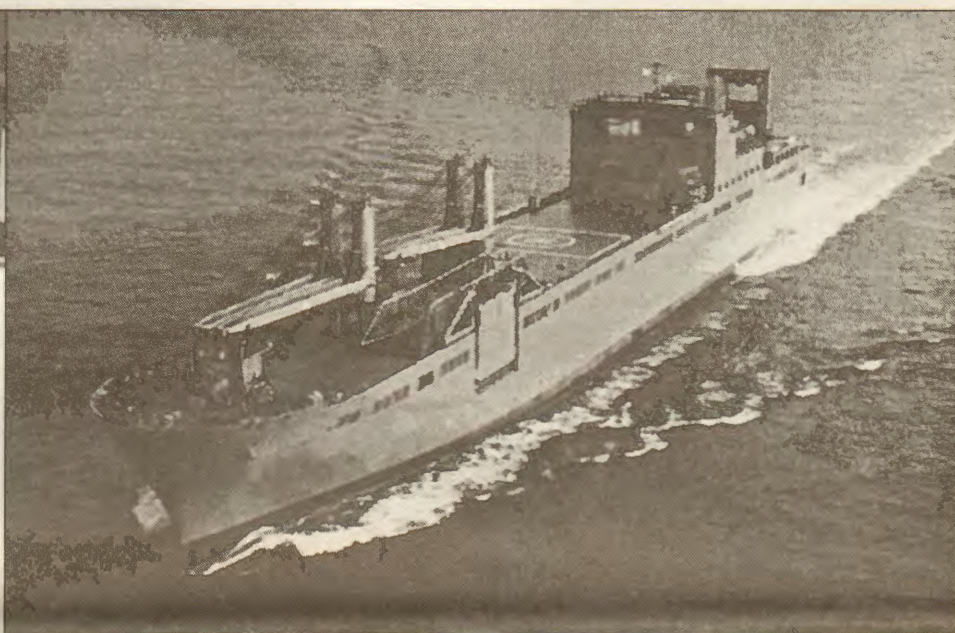
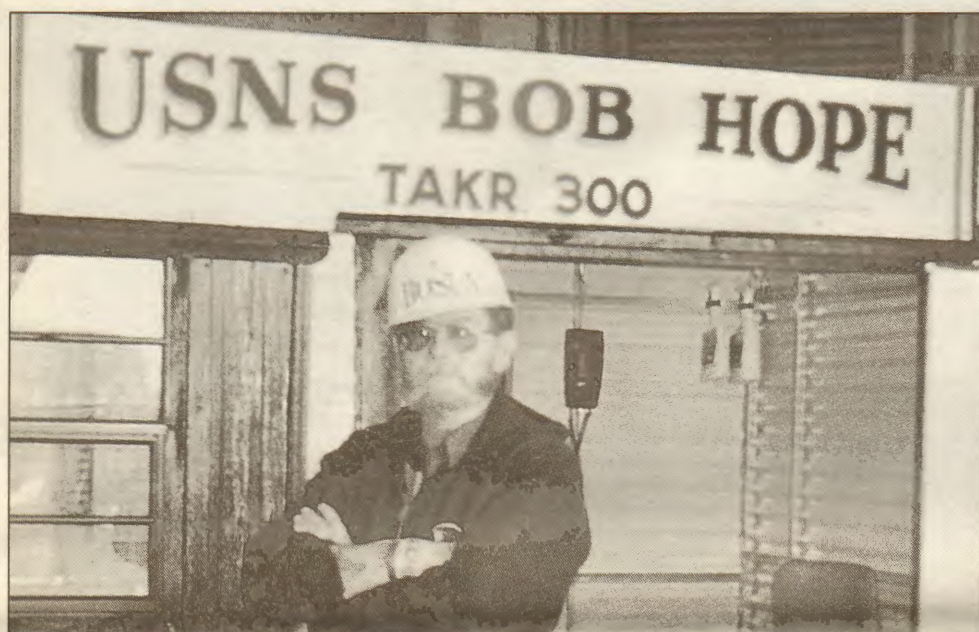
Volume 61 Number 8

August 1999

Seafarers Log

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

Seafarers Deliver Balkan Relief Goods



Mission Provides Military Support For United States Troops in Kosovo

The SIU-crewed *USNS Bob Hope* (right) last month completed an important U.S. military support mission in the Balkans. Bosun T. C. Oneyear (left) is among the Seafarers who crewed the roll-on/roll-off vessel during the operation. Page 3.

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'Safety First' Aboard Integrity



Chief Cook Hazel Johnson (left) and AB Duane Brosius head for the tanker *Integrity* while the vessel is docked in Philadelphia. Brosius last month earned a safety award from the vessel's operator, Maritrans, for his shipboard actions. He says that safety "is a constant topic" aboard the tanker. Page 6.

President's Report

Preparing Our Ports for the Next Century

This month, I want to talk with you about something that indirectly is related to the membership, but is very critical to this country's place in the worldwide movement of cargo.

I am referring to America's port facilities and the transportation systems that serve them.

As the method for handling international commerce changes to meet the needs of the next century, the United States must be in position to remain one of the world's biggest trading nations with the cargo coming in and out of our ports, and not at some neighboring country's facilities because of a lack of strategic planning.

The time to plan and act is now, not a decade later when the next wave of vessels—megaships capable of carrying two to three times as many containers as today's vessels hold—can't sail into American ports because they weren't prepared to handle them.

We need to make sure the nation's ports can receive these new vessels and will have the facilities to handle the cargo they are delivering.

We must know what has to be done to ensure America's infrastructure is ready to meet the challenges. We must have a plan to implement them.

We have to consider all alternatives to move these goods domestically. America may not be able to simply expand its present system of land-based transportation.

We should study the efficiencies of waterborne transportation providing shuttle service along the coasts. Such a program could reduce the amount of traffic on already clogged interstate highways while relieving the stress being felt by the railroads which are operating at capacity.

In his effort to prepare America for the next century, Transportation Secretary Rodney Slater has called on the domestic rail, truck and maritime industries to help find solutions to ensure the companies sailing the megaships don't take their jobs to Canada, Mexico or the Bahamas because our ports couldn't take on the added responsibilities.

America's port facilities cannot be ignored. They are too vital to the nation's economy. They directly or indirectly affect more than 13 million jobs and produce almost \$200 billion annually in local, state and federal taxes.

Efforts to upgrade some of our ports have been going on throughout this decade. But the progress has been slow because of all the red tape and hurdles along the way.

A prime example is how long it took the port of New York/New Jersey to finally begin this year much-needed maintenance dredging of its channels so it could continue handling today's class of ships. Meetings among maritime industry, labor and government officials took place for years before an agreement was reached.

If this example is followed for the commerce needs of the 21st century, we'll still be scheduling meetings while another country will have the new jobs and new revenue because its port was available for the new ships.

I realize the solutions won't come overnight.

We currently are faced with the dilemma of how to fund future domestic water projects, given the Supreme Court's ruling that outlawed the Harbor Maintenance Tax. The administration has proposed placing a tax on vessel operators to fund operations and maintenance and, for the first time, new construction. It took many years of negotiations before the Harbor Maintenance Tax was enacted in 1986. It's time for all parties to sit down and reach a consensus for the fairest way to fund future water projects.

There are many beneficiaries to well-maintained harbors, ports and waterways. That is why one proposal already presented, which has received wide support in the industry including the AFL-CIO Maritime Trades Department, calls for the restoration of funding these projects from the general treasury.

It took five years of work in Congress to obtain the Maritime Security Program of 1996. And that happened because all the parties concerned spoke with one voice.

It is going to take that kind of an effort within the domestic transportation industry to make sure America's ports will meet the challenges of the next century.

America has never settled for second best. We have no intention of letting our ports slide into that position in the world market.

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Sen. Robb: Strong Merchant Marine Is 'Critical to This Nation's Defense'

A member of the Senate Armed Services Committee recently described the U.S. merchant marine as crucial to a strong national defense.

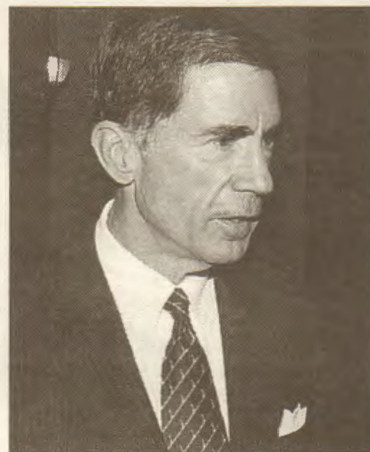
Senator Charles Robb (D-Va.), speaking at the U.S. Merchant Marine Academy commencement June 21 in Kings Point, N.Y., detailed why he believes the American-flag fleet remains as important today as at any other time in history. Robb, whose uncle sailed as a merchant mariner during World War II, praised the consistently faithful service of the "fourth arm of defense."

"The revitalization and future growth of the United States maritime industry is critical to this nation's defense," he said. "History has repeatedly proven—and Congress has affirmed—that the United States needs a strong, active, competitive and militarily useful United States-flag commercial maritime industry."

"We have an obligation to ensure that we continue to have the militarily useful commercial vessels and trained and loyal United States citizen crews we need to support our interests around the world. And we must support those programs and policies that will better enable our maritime industry to flourish in peacetime."

The senator drew a parallel between recent events in the Balkans and World War II. "Who could have imagined half a century ago that the same kind of ethnic and religious bigotry and violence that spawned World War II would suddenly recur as we prepare for the new millennium, and that, once again, American resolve and intervention would make the difference in bringing a terrible conflict to a conclusion we hope will prove just and honorable?" he observed.

"Some 55 years may have passed, and cruise missiles and stealth aircraft may have largely replaced howitzers and grenades, but we can all be grateful for one constant in our defense posture—



Sen. Charles Robb (D-Va.) offered strong praise for the U.S. merchant marine, citing its history of loyal service and the ongoing need for a viable American-flag fleet.

the critical importance and enduring relevance of our merchant marine in war and peacetime crises....

"The most difficult and crucial victory in America's history simply would not have happened without the fourth arm of defense that moved food and supplies from America to Europe and beyond," continued Robb, a former Marine officer who served in Vietnam. "And today we draw inspiration from the fact that the United States and its allies have accomplished something of lasting importance in Kosovo, and that these kinds of successful operations aren't possible without the dedicated merchant mariners who carry material and provide fast sealift support to the men and women of our armed forces."

He also credited U.S. mariners for their "valor in Korea, in Vietnam, and in the Persian Gulf, as well as in humanitarian missions to Haiti, Somalia, Bosnia and, now, Kosovo."

Robb further noted that the U.S. depends on sealift to move 95 percent of its materiel "in response to events in distant regions of the world where we may have no permanent presence and where infrastructure is limited. The [men and women] of the

merchant marine are truly the workhorses of our routine peacetime deployment efforts, and the guarantors of our strategic military readiness in time of crisis, conflict and war—in short, an irreplaceable national asset.

"I do not see this changing in any way in the foreseeable future. Today, as throughout our history, we are faced with significant threats to freedom on the seas. These threats come mainly from the influence of rogue states on sea lanes and choke points like the Straits of Hormuz, which can and do threaten our naval forces with relatively cheap sea mines and conventional submarines. In order to counter these threats, we have to retain the strategic capability to reconstitute our forces, to replace munitions and equipment used in combat and to supply the fuel, weapons, and other critical resources we need to sustain our armed forces in conflict."

As proof that Congress recognizes "the importance of our strategic lift forces to meet the needs of our national military strategy," the senator pointed to the ongoing construction of the Bob Hope- and Watson-class prepositioning ships along with the conversion of existing vessels to roll-on/roll-off sealift ships. He also cited strong federal support for the Voluntary Intermodal Sealift Agreement program (VISA), which helps ensure contingency access to sealift capacity from the civil sector.

"A well-trained strategic sealift and Ready Reserve Force, the prepositioning of equipment, the right mix of ships and aircraft, a strong partnership with the commercial transportation industry—all of these are critical to support the war fighter and to get the job done," he said. "There may be no more vivid demonstration of this capability than in the Persian Gulf War, when the merchant marine ensured that we were able to project power quickly and effectively in order to defeat Saddam Hussein."

Alleged Sex Assaults Disclosed by Carnival Runaway-Flag Cruise Line Reports 62 Incidents Since 1993

A lawsuit against Carnival Cruise lines by a former employee generated front-page headlines last month when the company reported in court papers that its crew members have been accused of sexually assaulting passengers and fellow workers aboard Carnival vessels 62 times from 1993-98.

The unidentified former crew member who filed the suit in Miami said she was raped and assaulted by an officer aboard the ship *Imagination* last year. According to press reports, the company argues that the episode between the woman and the engineer was consensual, while she insists otherwise.

More startling than that individual case was the unprecedented acknowledgment by Carnival that alleged sexual assaults took place on its ships averaging one per month during that five-year stretch. This is believed to be the first public divulgence by a cruise line regarding such activities aboard its vessels, according to press reports.

Miami-based Carnival registers its ships under foreign flags, thereby largely avoiding U.S. tax, environmental and criminal laws. As noted in an article in the July 14 edition of *The New York Times* written by Douglas Frantz, runaway-flag cruise ships do not have to report crimes to U.S. authorities if they take place in international waters. This is true

even though most of Carnival's passengers are U.S. citizens.

The *Times* piece also reports that Carnival "investigated the 62 incidents but did not disclose the results or say whether any arrests were made. The figures did not include accusations involving only passengers."

The article also states that in the past, some alleged victims of sexual crimes aboard Carnival vessels and other runaway-flag cruise ships complained they "were discouraged from reporting crimes to the FBI or other law-enforcement agencies."

Senator John McCain (R-Ariz.), chairman of the Commerce, Science and Transportation Committee, said he was "shocked as to why the evidence took so long to emerge."

Please be advised that SIU headquarters and all SIU hiring halls will be closed on Monday, September 6, 1999 (unless an emergency arises) for the observance of Labor Day. Normal business hours will resume the following workday.

Seafarers' Wages, Benefits Increase Under New Five-Year T-AGOS Pact

Seafarers working aboard the eight T-AGOS vessels operated by Dyn Marine will enjoy a substantial increase in wages and other benefits over the next five years after the U.S. Military Sealift Command (MSC) awarded a new contract to the Virginia-based company.

Besides setting out a pay increase for each of the pact's five years, the contract also provides for the first time such benefits as vacation pay and inclusion in the Seafarers Welfare Plan, Seafarers Pension Plan and Seafarers Money Purchase Pension Plan.

SIU Vice President Contracts Augie Tellez noted the agreement with Dyn Marine is a major boost for the members who sail aboard the T-AGOS vessels.

"Seafarers will be very pleased with this new agreement," Tellez said.

Tellez explained how the SIU worked with Dyn Marine and all other SIU-contracted firms since the last bid was awarded.

"We worked hard with our companies to make sure they remained competitive in the bid process, but not at the expense

of the Seafarers who have been doing a great job crewing the vessels.

"MSC awarded the T-AGOS contract five years ago to Dyn Marine, which at the time was a non-union company, so the wages and benefits were set until the next bid went out.

"The SIU went in and organized Dyn Marine in midstream, so we pretty much had to accept what already was in place. However, what we were able to negotiate was an agreement with Dyn Marine that it would bid the

SIU package in any future requests for proposals.

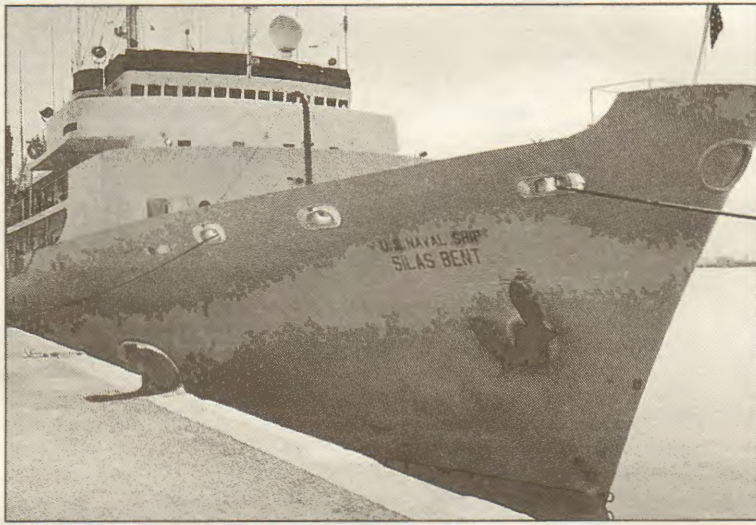
"Thus, when the new bid went out, Dyn Marine included in its proposal the benefits found in the agreements with other SIU-contracted companies. They became a full participant in the union's package and they still won the bid," he added.

"The union's pledge has been consistent—when an SIU-contracted company wins an MSC bid, we will work to improve the package for the members. With this award to Dyn Marine, we

have shown once again that the system works," stated the contracts vice president.

T-AGOS vessels are civilian-crewed deep sea research ships operated for MSC. The ships

covered under the new pact are the *USNS Bowditch*, *USNS McDonnell*, *USNS Kane*, *USNS Little Hales*, *USNS Pathfinder*, *Roy Wheat*, *USNS Silas Bent* and *USNS Vindicator*.



Among the SIU-crewed ships covered by the new T-AGOS agreement are the *USNS Kane* (above) and *USNS Silas Bent* (at left).

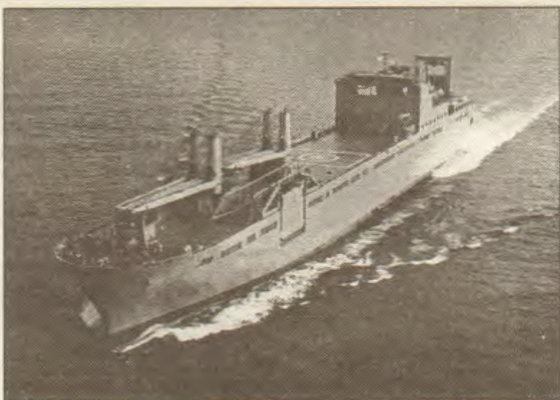
SIU-Crewed USNS Bob Hope Completes Balkan Operation

The SIU-crewed prepositioning ship *USNS Bob Hope* last month completed a major mission in the Balkans, moving heavy combat equipment and supplies to assist United States peacekeeping forces.

According to the U.S. Military Sealift Command, the *Bob Hope* was diverted from scheduled cargo operations in Antwerp, Belgium and sent to Bremerhaven, Germany to move heavy combat equipment for the U.S. Army's 1st Infantry Division operating in the U.S. sector in Kosovo.

The roll-on/roll-off vessel discharged in Thessaloniki, Greece "to land a major peacekeeping force to support NATO peacekeepers in Kosovo," stated Captain Harold Flaming Jr., the head of MSC Europe. Specifically, the materiel—including trucks, tanks, humvees and much more—supports the movement of 7,000 troops to Kosovo as part of Operation Joint Guardian.

MSC reported that the *Bob Hope's* six-day voyage from Bremerhaven to Thessaloniki "was flawless, and cargo operations began almost immediately when the ship's stern ramp was lowered to the pier. Cargo operations were performed on a 24-hour



Crewed by Seafarers, the *USNS Bob Hope* recently engaged in what MSC described as a "flawless" U.S. military support mission in the Balkans.

basis, in concert with the U.S. Army's Military Traffic Management Command that runs the port."

The ship was built two years ago for U.S. military support missions. MSC took delivery last November.



AB Brian Morris (left) and OMU John Flavin help keep the *USNS Bob Hope* running smoothly before the vessel embarks on its support mission.



Remembering Tom Fay and 'Bull' Shepard



The memories of late SIU officials Tom Fay and Earl "Bull" Shepard were honored July 15 at a dedication ceremony in Valley Lee, Md., on the grounds of the Joseph Sacco Fire Fighting and Safety School. In this photo, Fay's widow, Doris, unveils a sign on the water-survival building, named in memory of Tom Fay. Moments later, AB Earl Shepard Jr. revealed the sign on the maze building, named after his father. See pages 12-13 for complete coverage.

Maersk Acquires Sea-Land's International Fleet

The purchase of Sea-Land Service's international liner fleet by Maersk Line was announced as the *Seafarers LOG* went to press.

Included in the transaction are 19 SIU-crewed vessels, which now will sail under the Maersk-SeaLand banner.

SIU Vice President Contracts Augie Tellez directed the following message to the ship's chairmen aboard Sea-Land Service vessels:

"This morning, Maersk and Sea-Land issued a joint statement announcing that Maersk Line had purchased Sea-Land's international liner business, including vessels, containers and related container terminals. The new company will be known as Maersk-SeaLand.

"The domestic Jones Act fleet is not included in this transaction. These vessels will remain under the banner of Sea-Land Service, Inc.

"What this means for Seafarers aboard the affected ships simply is a new name will appear on their paychecks. Members should continue doing their jobs and performing their duties to the best of their abilities, as they always have. The standard freightship agreement continues to be in place.

"More details will be provided as they become available."

A press statement issued by Sea-Land and Maersk quoted CSX Corp. (which owns Sea-Land Service) Chairman and CEO John Snow, "Importantly, the transaction protects national security interests under the U.S. Maritime Security Program."

The agreement will need U.S. government approval. As no problems are expected, that could come by year's end.

Boatmen at Maritrans, American Workboats Ratify New Contracts Matson Negotiations Conclude

Wage increases and continuation of top-of-the-line medical benefits highlighted the contracts recently approved by SIU members at Maritrans, Inc. and American Workboats, respectively.

Maritrans boatmen ratified a three-year agreement, while American Workboats employees okayed a six-year pact.

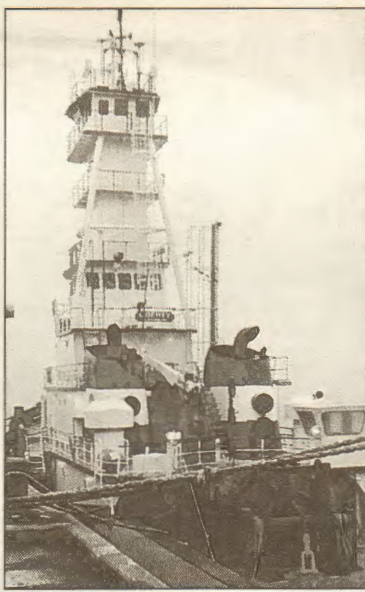
Meanwhile, the SIU Pacific District unions in mid-June concluded negotiations with Matson Navigation Company and then submitted a proposed three-year contract for membership ratification. Results of that vote were unavailable as this issue of the *Seafarers LOG* went to press.

At Maritrans, based in Philadelphia, approximately 170 Seafarers crew dozens of tugs and barges operating throughout the east and parts of the south. Serving on the negotiating com-

mittee were AB/Tankerman Charles Bigham, Cook Sam Dixon, Tankerman Richard Forrest, DEU Greg Gibson and AB/Tankerman Thomas Wilburn, along with SIU Port Agent Joe Soresi and SIU Patrolman Joe Mieluchowski.

In addition to maintaining benefits and securing a 12 percent wage increase throughout the contract's duration, the committee successfully turned back company proposals that would have increased members' travel expenses and weakened their job security.

In southern California, 36 Seafarers at American Workboats operate tugs and water taxis, mostly in the Los Angeles-Long Beach area but also offshore. Captains James Kinsinger and Paul Jernstrom served on the bargaining committee with SIU Wilmington Port Agent John Cox.



The *Liberty* is one of the SIU crewed Maritrans tugs covered by a new three-year contract that calls for wage gains and maintains excellent health benefits.

Members there identified job security as a key issue, which is why the union negotiated a six-year pact. The agreement calls for wage increases totaling nine percent, maintains health benefits, and adds provisions intended to enhance job safety.

The proposed Matson contract features increased wages and benefits.

Bosun Teddy Bush Passes Away at 38

Recertified Bosun Theodore "Teddy" Bush, known to fellow SIU members as a well-respected and dedicated Seafarer, died June 30 aboard the *Stonewall Jackson* as a result of injuries sustained from an accident on the ship. He was 38 years old.

The accident happened near the Suez Canal. Brother Bush, a New Orleans native, graduated from the Seafarers Harry Lundberg School of Seamanship's entry-level training program in 1980. He frequently upgraded at the school, and those who knew him say he fully embraced the union's motto: "Brotherhood of the Sea."

"There aren't enough words to fully express the SIU's deep sense of loss as a result of this heartbreaking tragedy," stated SIU President Michael Sacco. "I know Teddy had a very strong religious faith, and in that spirit I speak for the entire union when I say that our prayers and love go out to his family."

AB Stanley Williams, a friend of Brother Bush's for 20 years and an occasional shipmate, described him as "very generous. Teddy was a lovable guy and he'd give you the shirt off his back. He looked out for the members of his crew. He was very well-liked by the unlicensed crews and respected by the officers."

Williams recalled how Brother Bush helped him return to the industry during the 1980s, going out of his way to assist.

Steve Judd, SIU port agent in New Orleans, remembered Brother Bush as "a good guy, very professional. He was a good father, a good family man and a good union guy. You'd be hard-pressed to find anyone who could say anything bad about him."

Brother Bush's surviving family members include his wife and three sons, who range in age from 10-18.



Less than three months before the fatal accident, Recertified Bosun Teddy Bush (second from right) brought his family to the grand opening of the SIU hall in the New Orleans suburb of Harvey, La. Also pictured in this photo, originally published on the front page of the May edition of the *Seafarers LOG*, are his sons Isaac and Morocco (front); his wife, Kathy (far right); and (from left) SIU VP Contracts Augie Tellez, QMED Clarence Scott and SIU President Michael Sacco.

Steelworkers Hopeful of Resolution In Newport News Shipbuilding Strike

As this issue of the *Seafarers LOG* went to press, spokesmen for the United Steelworkers of America Local 8888 and Newport News (Va.) Shipbuilding expressed newfound optimism that the long strike there may be nearing a positive conclusion.

The union called off a massive demonstration scheduled for July 23 in Washington, D.C. and replaced it with a local bargaining session. The president of Local 8888, Arnold Outlaw, stated he "fully expects" an imminent contract agreement, which then will be presented to members for a vote. "Both sides need to make every effort to reach a fair and just contract as quickly as possible," he said.

A spokesperson for the shipyard also noted that substantial progress has been made in recent negotiations.

The strike began April 5, with the local's 9,200 hourly production and maintenance employees and the shipyard far apart on wages, pensions and medical benefits. Workers pointed to Newport News Shipbuilding's growing profits—and the union members' wage concessions in the previous contract—as firm proof that the shipyard's initial offers on wages were unfair.

The employees also described Newport News Shipbuilding as having "the worst pensions in the industry," and noted the company proposed to reduce employee medical coverage.

Virtually no negotiations took place for two months after the initial talks stopped, until the Federal Mediation and Conciliation Service last month spurred new bargaining.

In mid-July, the union and the shipyard began nearly round-the-clock negotiations.

Relaxed Assessment Enters Home Stretch

MERPAC 'Performance Measures' Are Guides for STCW Compliance

Seafarers have until the end of the year to take advantage of the U.S. Coast Guard-authorized relaxed assessment period for meeting the requirements of STCW Chapter VI: Basic Safety Training.

As reported in previous issues of the *Seafarers LOG*, this means SIU members may fulfill some of the Chapter VI requisites by demonstrating certain proficiencies listed in the chapter and then having a qualified assessor verify their performance. Such verification is valid for five years.

Once the relaxed assessment period ends on December 31, the only other way to meet the Chapter VI requirements (the tables for which are found on pages 47-52 of the SIU's training record book) is by successfully completing Coast Guard-approved courses.

Seafarers should be aware that such assessments must be

conducted according to standards for basic safety training established by the Coast Guard's Merchant Marine Personnel Advisory Committee (MERPAC).

These guidelines are detailed in a booklet that has been made available to all SIU-contracted companies affected by the amended STCW convention.

Breaks Down Tasks

The MERPAC guidelines are intended to make it easier for shipboard assessors to verify a mariner's demonstrated basic safety competencies. There is consensus within the industry that some of the competencies listed in the amended STCW code are too broad for practical assessment. Therefore, MERPAC (which includes representatives from all segments of the U.S. fleet, and which is chaired by Paul Hall Center Vocational Education Director Bill Eglington) broke down the com-

petencies into smaller steps.

MERPAC is developing similarly detailed assessment criteria for the other competencies in the amended convention. Drafts are scheduled to be submitted at

the MERPAC meeting next month.

Why Relaxed Assessment?

Because Chapter VI compliance is required for all deep sea mariners (unlicensed and licensed), shipboard assessment in 1997 was identified as a practical means of adherence. When

an assessor signed off on that section of a training record book (or other appropriate document), the Coast Guard would accept it as meeting Chapter VI requirements.

Partly because of unfounded concern regarding assessors' liability, the initial relaxed assessment period yielded low numbers of documentation. The Coast Guard subsequently agreed to reopen the period, and more and more mariners utilized it. Chapter VI requires documentation of training and assessment for personal survival techniques, fire fighting and fire prevention, elementary first aid and personal safety/social responsibility.

All Seafarers who sailed prior to August 1, 1998 must have documented evidence of Chapter VI compliance by February 1, 2002. For those who began sailing after August 1, 1998, Chapter VI compliance was an immediate requirement.

The Paul Hall Center's STCW basic safety courses specifically were designed to meet the Chapter VI requirements.

TABLE A-VII/1-1 Record of Assessment
Specification of minimum standard of competence in Personal Survival Techniques

Column 1 STCW Competence	Column 2 Performance Objectives	Column 3 Performance Measures (Mariner knowledge or action including consequences of same) Demonstration or Oral/Written Exam	Column 4 Performance Standards (Criteria against which performance is measured)	Date Of Assessment	Assessor's Initials	T / P
		Demonstrate proper donning of an immersion suit Remove suit from bag Unroll suit and open suit Check for proper operation of zipper, whistle, and light Don suit per manufacturer's recommendations	Remove suit from bag Unroll and open suit Check for proper operation of zipper, whistle, and light Don suit as per manufacturer's recommendations Fully zipped Face flap closed All standards must be met within 2 minutes			
	Know proper method of jumping into water from a height	Demonstrate jumping into water from a height of not more than 1 meter while wearing a lifejacket using proper methods to insure prevention of injury. Proper hand position Proper leg position	For lifejacket One hand covering mouth and nose Other hand across chest to secure jacket to prevent riding up or coming off. Legs straight and tight together or ankles crossed			

Sample page from the MERPAC guidelines shows a breakdown of performance measures for personal survival techniques.

Labor Hails Gov't Contracting Reforms

Proposal Would Ban Federal Pacts With Lawbreakers

The Clinton administration, in a move praised by organized labor, last month issued proposed regulations to forbid awarding federal contracts to companies that break U.S. labor, tax, consumer-protection or environmental laws.

The rules also close loopholes in the contractor reimbursement process that presently allow contractors to receive full compensa-

tion for the costs of their anti-union campaigns. So gaping are the loopholes, in fact, that contractors can be reimbursed for defending legal actions brought against them by the federal government—even if the contractor loses the case.

"These are sensible and important reforms," stated John Sweeney, president of the AFL-

CIO, of which the SIU is an affiliate. "It is basic economic sense that the federal government should not do business and give taxpayer-funded contracts to companies that are chronic lawbreakers."

The proposed rules were issued July 9. Comments will be accepted until November 8.

Even before the regulations were published, business groups vowed to fight their implementation. According to news reports, the U.S. Chamber of Commerce even suggested that the rules primarily are intended to help labor unions.

Nonsense, countered the AFL-CIO. The national federation of trade unions described the proposed federal acquisition regulations as "basic common sense and

American values."

For example, the federation pointed to Avondale Industries as one example of why reform is needed. The viciously anti-union New Orleans shipyard has been hit with record fines for hundreds of safety violations, yet continues raking in billions of dollars in U.S. Navy contracts.

Furthermore, government officials were embarrassed recently when Avondale billed the Navy \$5.4 million to pay the shipyard's anti-union lawyers for their protracted efforts to undermine the outcome of a pro-union vote there six years ago. Incredibly, such reimbursements are allowable.

However, the labor federation also pointed out that Avondale is just one of hundreds of federal contractors found guilty of violat-

ing various laws. The proposed rules are not about unionization, but rather about simple fairness to law-abiding contractors and taxpayers, noted the AFL-CIO.

A spokesperson for the White House Budget Office seemed to indirectly support that contention when she told *The New York Times*, "This rule says if you expect to do business with the government, then you had better follow the law. There is no reason for the American government to do business with companies that don't pay their taxes, don't respect our environmental laws and don't follow health and safety regulations."

In other news reports, administration officials emphasized that the rules have been "carefully crafted" to ensure that an isolated incident or otherwise minimal mistakes will not bar a contractor from bidding for any of the more than \$170 billion in contracts annually awarded by the federal government.

Alaska Tanker Signs Pact with Seafarers

Seafarers sailing aboard tankers for the new Alaska Tanker Co. will be covered by the standard tanker agreement.

SIU Vice President Contracts Augie Tellez noted the new company—which provides management services for U.S.-flag tankers owned by Overseas Shipholding Group and Keystone—signed the contract late last month.

Tellez also pointed out the pay raise scheduled for July 1 as called for in the standard agreement would be retroactive to the day the first tanker came under Alaska Tanker's operations.

Other provisions of the pact include the creation of a trained manpower pool, similar to the one used on the SIU-crewed fleet of LNG vessels. Seafarers, as well as members of the National Maritime Union, will take specific classes at the Paul Hall Center to upgrade their skills for work aboard the tankers.

"Alaska Tanker wants to pro-

vide first-class service with the best trained, safest mariners possible to crew these vessels," SIU President Michael Sacco stated. "That is nothing different than what we already do and will continue to do."

Alaska Tanker marks the first time SIU and NMU members will be sailing aboard vessels operated by the same company.

"This contract shows the joint cooperation between the two unions continues to work," Sacco added. "Our members already are studying together with great success at the Paul Hall Center."

"However, the most important thing about the Alaska Tanker agreement is it will provide for more jobs and job security for the members of our unions for years to come."

Alaska Tanker vessels will move Alaskan North Slope crude oil for BP. The formation of the company was announced in July 1998 issue of the *Seafarers LOG*.

GAO Report: Alaskan Oil Exports Increase U.S. Mariner Employment

The General Accounting Office (GAO) last month released a report concerning the effects of exporting Alaskan North Slope oil, and its findings support the SIU's position taken when the export ban was lifted in 1995.

As forecast by the SIU and others in favor of exporting Alaskan North Slope oil, the price of that crude has risen during the past four years. The result: more jobs for U.S. mariners because of increased demand for American-flag tankers, and increased state revenues for Alaska.

"The review confirms what we projected back in 1995," stated Sen. Frank Murkowski (R-Alaska), chairman of the Senate Energy and Natural Resources Committee and a key supporter of permitting the exports. "Lifting the ban would increase domestic production, bring higher prices for crude oil, bring additional revenues for Alaska and more jobs to the U.S. maritime industry—all with no adverse impacts to the environment."

While acknowledging that about 95 percent of Alaskan North Slope oil still is shipped to the U.S. West Coast, the GAO report also states that allowing exports has created as many as 115 jobs for mariners aboard U.S.-flag tankers. That is because U.S.-flag tankers replaced foreign-flag, foreign-crewed ships that previously had transported Alaskan oil to the Caribbean.

New Bedford Remains a Top Fishing Port

Although not quite back to its 1980s dominance as the nation's leading seafood port, New Bedford, Mass., where the SIU represents some 350 fishermen, is the second-ranked port in landed value of fish, according to the most recent data available. Dutch Harbor-Unalaska, Alaska ranks first.

According to SIU Port Agent Henri Francois, New Bedford has kept its status as a top port only because of the rebounding groundfish—cod, haddock and

flounder—on which union fishermen rely.

"The [non-union] scallopers have been cut back in their fishing days," said Francois. "It is only because the dragger fleet is once again pulling in landings of 30,000 to 40,000 pounds per trip that New Bedford remained No. 2. We are finally getting results from our years of sacrifice."

Draggers, or trawl vessels, have been restricted in the number of days they could fish since 1992 when federal rules were

implemented to help restore groundfish stocks.

Currently the scallop fleet in New Bedford and coastwise is facing similar dramatic reductions in their allotted fishing time, from 120 days in 1999 to as few as 51 days in 2000. Prior to the restrictions, a vessel might have fished for as many as 220 days per year.

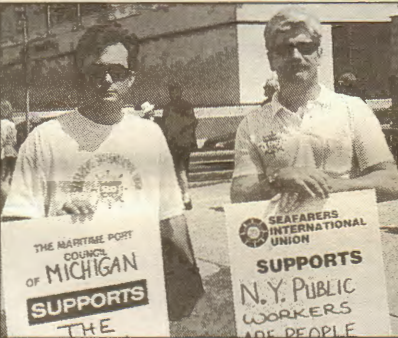
Groundfish rebuilding, however, began much earlier and today even government biologists working at the National Marine

Fisheries Service [NMFS] in Gloucester, Mass. recognize that these species are being restored.

As a result, Seafarers in New Bedford are clamoring for an increase in allowable fishing days. "The fish are back," said Francois. "Now we are asking the government for a good faith return for our lost time. If we could get more fishing days, it's possible we could pick up our number one ranking again."

The NMFS periodically reviews its fishing regulations, but no changes in its groundfish policies are imminent.

Backing New York Workers



Seafarers joined members of other unions during a late-June rally in Detroit—where New York Governor George Pataki was speaking to a business group. The unions protested proposed New York state budget cuts and the governor's delaying of contracts with public employee unions. Among the other unions participating in the June 23 rally outside Detroit's Cobo Center were the Service Employees International Union and the American Federation of State, County and Municipal Employees. Hundreds of people turned out for the event, including (left photo, from left) SIU Patrolman Todd Brdak and SIU Representative Don Thornton. A much larger demonstration took place earlier this summer in New York City, with an estimated 30,000 union members and their families jamming the streets around City Hall.

Royal Caribbean: More Guilty Pleas

Runaway-Flag Cruise Line Admits Dumping Toxic Chemicals in New York, Miami, L.A.

Slightly more than a year after first pleading guilty to routinely dumping hazardous chemicals at sea, the runaway-flag cruise line Royal Caribbean Cruises Ltd. entered a startling series of similar pleas July 21 in six Federal District Courts.

Altogether, Royal Caribbean, the world's second-largest cruise ship operator, pled guilty to 21 counts of polluting and lying to authorities about it. The company also admitted that hazardous waste illegally had been stored on some of its vessels, which signi-

fies additional transgressions.

Among the specifics, Royal Caribbean, which agreed to pay a record \$18 million fine:

- dumped toxic solvents in New York Harbor;
- dumped oil and other toxic chemicals in Miami, the U.S. Virgin Islands, Los Angeles and the Inside Passage in Alaska;
- repeatedly misled the U.S. Coast Guard about its pollution activities; and
- continued dumping hazardous materials within a month of its first guilty plea.

By no means did Royal Caribbean readily acknowledge these violations. According to press reports, the Miami-based company hired two former U.S. attorneys general to submit that it is immune from prosecution in the U.S. because its vessels are registered in Liberia and Norway.

Royal Caribbean also apparently fumbled the public-relations spin in the initial aftermath following last month's pleas. The president of the company (Jack Williams) signed a statement that in great detail described Royal Caribbean's willful misdeeds.

Almost at the same time, the company issued a statement describing the chemical dumping as a "mistake." A spokesperson told *The New York Times*, "We did think we were complying" with environmental laws.

U.S. Attorney General Janet Reno said Royal Caribbean's pollution was "on a scale far greater than previously acknowledged."

Another federal official characterized Royal Caribbean as operating in "a culture of crime."

Paul Hall Center Certified As Authorized Provider of Continuing Education Units

Separate Review Approves 7 STCW Courses

The Paul Hall Center for Maritime Training and Education last month made two announcements that should prove beneficial for Seafarers.

First, the school has been certified by the International

Association for Continuing Education and Training (IACET) as an "authorized provider" of continuing education units (CEUs). This means students at the Paul Hall Center may use courses they complete at the

Piney Point, Md. facility to help "build a permanent record of their learning activities for personal, career advancement and professional use," notes the association.

Meanwhile, the American Council on Education (ACE) has

approved seven courses contained in the center's unlicensed apprentice program as meeting the requirements of the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping (STCW) for mariners. Along with that approval, ACE okayed six of the classes—vessel familiarization, shipboard sanitation, galley familiarization, social responsibility, vessel maintenance and operations, and physical fitness—for college credit recommendations.

ACE's audit of the curriculums is part of an STCW requirement known as a quality standard system (QSS). Under the QSS, ACE may approve Paul Hall Center courses as fulfilling STCW guidelines, much the same way as the Coast Guard's National Maritime Center has okayed applicable classes in the past.

The college credit recommendations are not STCW-related. As reported in the March issue of the *Seafarers LOG*, students who successfully complete one or more of the vocational or academic courses available at Piney

Point may receive college credit for it. The college or university decides, but the ACE backing usually leads to a desirable outcome.

Along those lines, CEUs are completely separate from college credit recommendations. As explained by IACET, CEUs are recognized by thousands of organizations throughout the nation. They help students receive credit for completing courses, seminars and similar instruction that, for whatever reason, is not applied toward college credit.

IACET still is determining the exact number of CEUs applicable for each course at the Paul Hall Center.

In a letter confirming the school's authorization as a CEU provider, the president of IACET, Jacqueline N. Parochka, wrote, "We are proud of your achievements to promote and enhance quality in continuing education and training. Your program has been fully reviewed, both on paper and on site, and meets all the national standards as maintained by IACET for quality continuing education and training programs."

AB Brosius Receives Safety Award

AB Duane Brosius is matter-of-fact about shipboard safety.

"It's a constant topic out there at sea. Everyone emphasizes safety," says the five-year Seafarer. "You only have one set of eyes, so many fingers and toes... Like the old saying goes, 'Better safe than sorry.'"

Putting a premium on accident-free operations led to Brosius receiving a safety award last month from SIU-contracted Maritrans, Inc. in Philadelphia. He earned the certificate by discovering and quickly reporting a potential problem with the anchor chain aboard the tanker *Integrity*.

On May 17, with the vessel doing cargo operations at the Hog Island pier in Philadelphia, Brosius made his rounds on deck around 6:30 p.m. While on the bow, he looked over the



With the SIU-crewed *Integrity* in the background, AB Duane Brosius (second from right) receives a safety award for helping prevent an accident aboard the tanker. Making the presentation in Philadelphia are (from left) SIU Patrolman Joe Mieluchowski, Capt. Eric Gruelund and Maritrans VP Don Voge.

Integrity's side noticed the pin that supports the anchor almost had broken loose.

The AB then reported the problem, leading to repair. This undoubtedly prevented a potentially tragic and definitely costly accident.

Brosius downplayed the award, though he expressed appreciation. "It's cool, but I didn't think anything of [the inci-

dent]," he notes.

Interestingly, within a few days of that incident, Brosius helped stem another problem, this one involving a foreign-flag vessel. He noticed (and reported) that the nearby ship was leaking fuel during lightering operations, due to a faulty valve.

The leak was stopped after only a very nominal spill.

Electrician Earns Degree After 8 Years of Study Hoskins Urges Others to Take Advantage of Center's Programs

Eight years of hard work came to fruition on July 6 when Chief Electrician John Hoskins received his Associate of Applied Science in Marine Engineering Technology diploma from the Paul Hall Center.

"I am happy to tell you that I have achieved a long term goal of mine today," Hoskins told his fellow Seafarers during the monthly membership meeting in Piney Point, Md. "I am receiving a college degree in marine engineering."

Hoskins began working on the degree in 1991 after he upgraded to QMED1.

"I wanted to learn, and this place is more than willing to teach you," he noted while talking with a *Seafarers LOG* reporter after the meeting. "It was very hard, but the school works with you."

Hoskins, who sails from the port of Baltimore, added that he gave up a lot of his time on the beach to study for the degree. "They pack a lot of information into a short period. You really have to be devoted."

The engine department member thanked everyone who helped him earn the degree during the eight-year period. "There are so many people that once I start naming them I know I'll forget someone."

However, among those he sin-



Before the membership in Piney Point, CE John Hoskins receives his associate's degree from SIU President Michael Sacco.

gled out were Bill Eglinton, director of vocational education at the Paul Hall Center; and instructors Jim Shaffer, Eric Malzkahn, Russ Levin, Grace Davis and Shawn Nicholson.

He also thanked "the brothers and sisters before me who fought for the rights we all have today in this industry. Their vision created the strongest maritime union today—the SIU!"

Hoskins started his career with the union in 1983 as a graduate of trainee class 384. In that same class was his brother, Green, who also sails in the engine room. (A younger brother, Steve, is the third member of the family to ship in the engine department.)

He worked his way up the ladder in the engine room, upgrading at the Paul Hall Center as he became eligible. When he reached the highest unlicensed rating, he wanted to keep learning so he tackled the associate's degree program.

"I encourage everyone in the SIU to take advantage of our great school here in Piney Point, as I have done."

Besides his work aboard ship and in the classroom, Hoskins also serves as a chief warrant officer in the U.S. Army Reserve. In that position, he has recruited several of the soldiers with whom he has worked to join the SIU.



SIU President Michael Sacco (left) and CE John Hoskins show off engine department member's well-deserved diploma.



Representatives of the American Council on Education (ACE) tour the Paul Hall Center as part of an STCW-mandated audit. ACE later approved several classes as STCW-compliant and also certified them for college credit recommendations.

Legal Department Clarifies Tax Exempt Status for Seafarers in Arabian Gulf

A number of inquiries from SIU members recently have been directed to headquarters regarding the possible tax-exempt status of merchant mariners sailing in the Arabian Gulf aboard vessels contracted to the U.S. military.

In order to clear up any confusion on the part of Seafarers who are working aboard military vessels in that region, the SIU legal department has issued an all-ports memorandum concerning the situation.

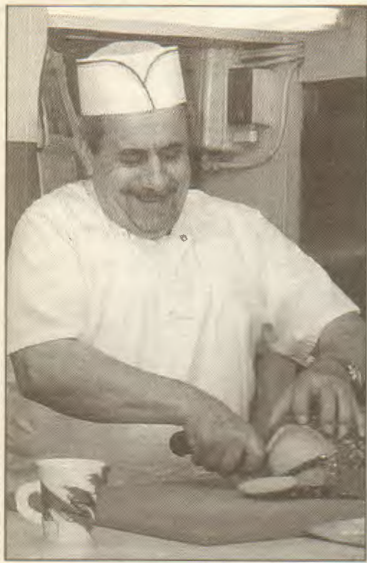
Contrary to some rumors and misinformation, the memorandum states, non-military personnel are NOT eligible to enjoy tax-exempt status when serving in a "combat zone" or "qualified hazardous duty area."

Even though some of the vessels on which Seafarers sail are carrying military ordnance and ammunition, and despite the fact that these Seafarers—who are receiving "imminent danger" pay and are restricted to the ships at all times—have been vaccinated against the Anthrax virus at the

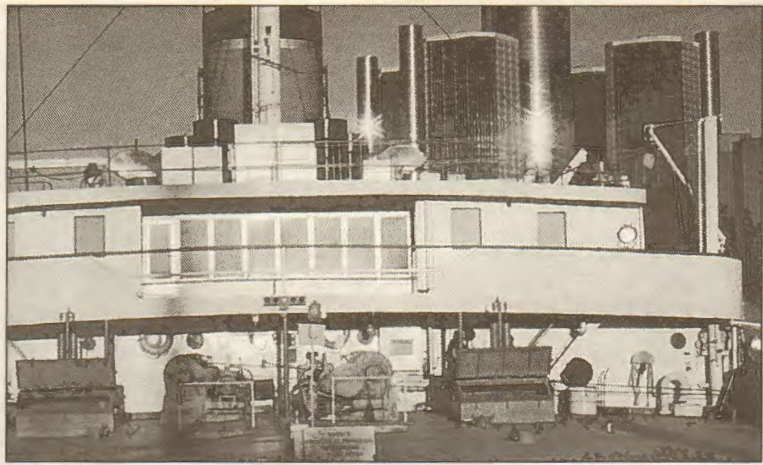
direction of the military, this tax-exempt status benefit is, nonetheless, reserved solely for officers, non-commissioned officers and enlisted personnel in the United States armed forces.

Some Seafarers who are working "in support" of the military—and their spouses—may, however, be able to enjoy an extended period of time for filing a tax return or fulfilling other tax obligations. To take advantage of this benefit, the individual Seafarer must be positioned in a combat zone or qualified hazardous duty area. These areas consist, in part, of the Arabian Sea north of 10 degrees north latitude and west of 68 degrees east longitude; the Gulf of Aden; the Persian Gulf; the Red Sea; and the Gulf of Oman.

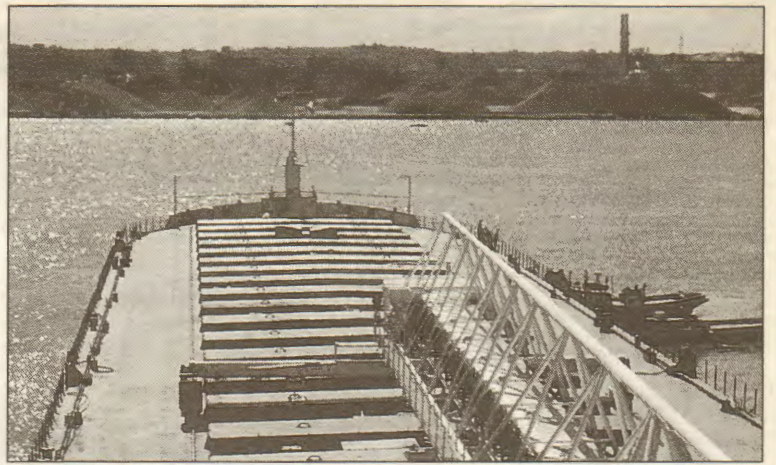
The legal department's memo additionally states that while this extension may be available to some members, it does not recommend that any SIU member rely on it to fulfill his or her tax obligations.



Second Cook Ali Musleh Iglehart



Seafarers remain hard at work transporting cargoes throughout the Great Lakes. Among the many SIU crewed vessels under way are the J.A.W. Iglehart (left) and the St. Clair, both pictured in Detroit.



Gateman Scott Coristine St. Clair

Great Lakes Seafarers Enjoy Routine Season But Steel Crisis Still Impacts Trade

Despite a drop in cargo movement compared to the record volumes of recent years, Great Lakes Seafarers are working through a "fairly routine sailing season," according to Tim Kelley, SIU port agent in Algonac, Mich.

SIU members crew a number of Lakes vessels and tugs.

Steel imports, low water levels and other factors combined to cause a 10-percent drop in May cargo movements, compared to last year. Altogether, more than 13 million tons of cargo were moved on the Lakes in May.

Reduced domestic steel production (a direct result of the illegal dumping of foreign steel) particularly has impacted the iron ore and stone trades, although an international trade agreement

reached last month may provide some relief. In mid-July, the United States and Russia agreed to limit Russian steel shipments to the U.S. for the next five years.

A group of five U.S. steel companies said the pact will not do nearly enough to stem the flow of dumped steel, even as the Clinton administration insisted the opposite is true.

Meanwhile, the administration also is considering several proposals to assist the domestic steel industry. An announcement was expected late last month.

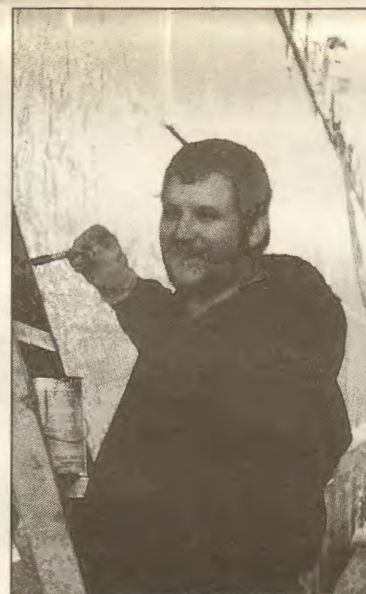
In June, the Senate defeated a bill passed by the House that would have placed global quotas on steel imports.



AB Mark Nicholson Tug Wyoming



AB Abdo Fotaih McCarthy



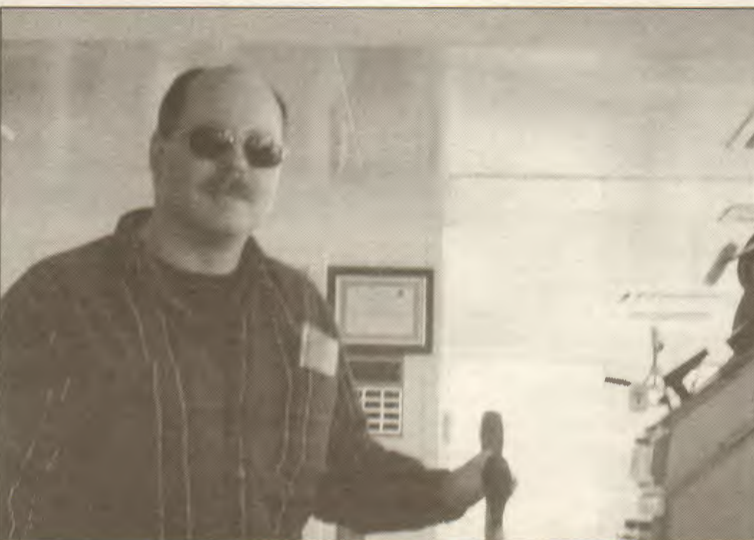
AB Robert Timmons Iglehart



Porter Richard Smetana St. Clair



Second Cook Doris Sabin St. Clair



Wheelsman Nels Johnson St. Clair



AB John Spezia Tug Wyoming

Runaway-Flag Ships Create More Unwanted Headlines

Four Tons of Cocaine Seized from Freighter; Tanker Detained in L.A. for Safety Violations

Two major stories recently emerged involving runaway-flag ships detained in the United States.

In June, four tons of cocaine were seized from the Greek-owned, Panamanian-flagged *China Breeze*—reportedly the eleventh-largest such confiscation in U.S. history. According to press accounts, U.S. Coast Guard personnel (operating from a British navy ship) boarded the

China Breeze off the Puerto Rican coast in late May. Acting on a tip from Greece, they discovered the cocaine hidden in 16,000 metric tons of Cuban sugar.

They subsequently arrested the ship and diverted it to Houston, where federal authorities took into custody the captain and five crew members. All were charged with drug trafficking.

Authorities believe the sugar

was destined for Portugal, while the drugs were bound for the Netherlands.

More recently, the Bahamian-flagged, Malta-owned *Tomis West*—laden with 275,000 gallons of jet fuel—was confined in Los Angeles in mid-July when Coast Guard inspectors found major safety hazards that could have caused explosions or fires.

Among the most serious problems was the malfunctioning of

the ship's system for controlling dangerous fumes while transferring cargo. *The Los Angeles Times* quoted a Coast Guard inspector as saying the vapor levels in the *Tomis West's* holds were more than twice the safe amount.

Additionally, two of the three water pumps for the vessel's fire fighting system were inoperative—and even the working one was not completely functional. Other conditions included corroded fire-hose nozzles, malfunctions in engine-room fire fighting equipment, problems with the steering gear, and a faulty outside sprinkler system.

The *Times* noted that an inspector for the International Transport Workers' Federation had notified the Coast Guard about the safety hazards. The inspector helped the *Tomis West's* Romanian crew members recover

\$167,000 in back wages.

Although these two cases are more extreme than many, it is quite typical for runaway-flag vessels to be detained in U.S. ports due to various safety violations.

Frequently Detained

In May, for example, the Coast Guard reported the following detentions (among many others):

- The Greek-owned, Panamanian-flagged bulk carrier *Capetan Harris*, restricted in Albany, N.Y. because of faulty fire equipment and the crew's unfamiliarity with auxiliary and remote steering gear control.

- The Chinese-owned, Honduran-flagged general cargo ship *Carnival I*, detained in Houma, La. because of hatch covers that were not watertight and inoperable air pipe closures.

- The Greek-owned, Cypriot-flagged bulk carrier *Crane*, kept in Port Everglades, Fla. because crew members could not perform fire drills nor abandon ship drills, and also due to insufficient fire fighting equipment.

- The Japanese-owned, Cypriot-flagged general cargo ship *New Grace*, detained in Newport News, Va. because of an inoperable main propulsion engine and excessive fuel oil leaks throughout machinery spaces.

- The U.S.-owned, Panamanian-flagged oil tanker *Petrojam Navigator*, restricted in Hampton Roads, Va. because four crew members were intoxicated.

- The Greek-owned, Cypriot-flagged general cargo ship *Pipitsa Petrakis*, held in Tampa because the crew could not execute an abandon ship drill and because of an inoperable lifeboat engine.

- The Japanese-owned, Liberian-flagged bulk carrier *Super Queen*, detained in Portland because the captain and officers were not familiar with the ship's safety management system and because the crew failed fire drills.

- The Liberian-owned, Honduran-flagged general cargo ship *Alexander*, held in Miami due to an absence of a global maritime distress satellite system (GMDSS) and lack of a valid SOLAS safety radio certificate.

- The Greek-owned, Bahamian-flagged bulk carrier *Ariston*, detained in Long Beach, Calif. because of an inoperable emergency generator.

Union Label Urges Members To Help Stop 'Saipan Scam'

The head of the AFL-CIO Union Label & Service Trades Department is urging fellow trade unionists and their families to support legislation aimed at protecting workers and preserving the integrity of the Made in USA label.

"Each of us can help put an end to the truly outrageous scandal that has become known far and wide as the 'Saipan Scam,'" stated Charlie Mercer, president of the department. "All it takes is a letter, a postcard, a telephone call or an email message to the member of the U.S. House of Representatives from your district and to both the U.S. Senate members from your state."

Earlier this year, identical bipartisan bills were introduced in the House and Senate to stop abuses in the garment industry in the U.S. Commonwealth of the Northern Mariana Islands (CNMI/Saipan). Titled the "Made in USA Label Defense Act of 1999," the bills (H.R. 1621 and S. 922) would forbid continued use of the Made in USA label on products made in the CNMI and would end the duty-free treatment of Saipan-made goods shipped to retailers on the U.S. mainland.

Seafarers attended the April press conference on Capitol Hill announcing the legislation.

More than \$1 billion worth of clothing was shipped into the U.S. last year from the CNMI, and most of it was composed of foreign-made cloth from foreign-owned and/or managed factories by thousands of indentured foreign workers—many, if not most, from China. Most of the garments carry the Made in USA label.

CNMI garment operations have cost thou-



sands of U.S. workers their jobs and, according to a recent U.S. Interior Department report, cost U.S. taxpayers \$200 million a year in duties lost to the U.S. Treasury.

"There are powerful vested interests working hard to convince Congress to leave things as they are and permit the continuation of the scam," noted Mercer. "But remember, it was just a couple of years ago, in 1997, that the Federal Trade Commission withdrew its proposal to weaken the standards for use of the Made in USA label. Opposition to the proposal was widely considered a lost cause until union members and other consumers rallied to the cause with a letter and postcard campaign directed at Congress."

He concluded that the current fight against Saipan sweatshops and abuse of the Made in USA label will result in similar success "if

enough of the voters in their states and districts let (elected representatives) know that they should support the bills to end the Saipan scam."

Meanwhile, the Labor Department recently announced it has fined a foreign-run garment maker based in the Northern Mariana Islands almost \$1 million for its failure to pay overtime to workers.

The department reported that Micronesian Garment Manufacturing Inc./Diorva Saipan Limited paid \$986,661 to cover overtime owed to 336 factory workers, mostly from China.

Exactly one year earlier, the company paid \$560,000 in back wages for 427 workers at the same factory and signed an agreement with the department pledging to abide by overtime laws.

While the CNMI is exempt from the minimum wage provision of the U.S. Fair Labor Standards Act (it has its own minimum wage of \$3.05 an hour), the territory is covered by the law's other provisions, including child labor, overtime pay and record keeping.

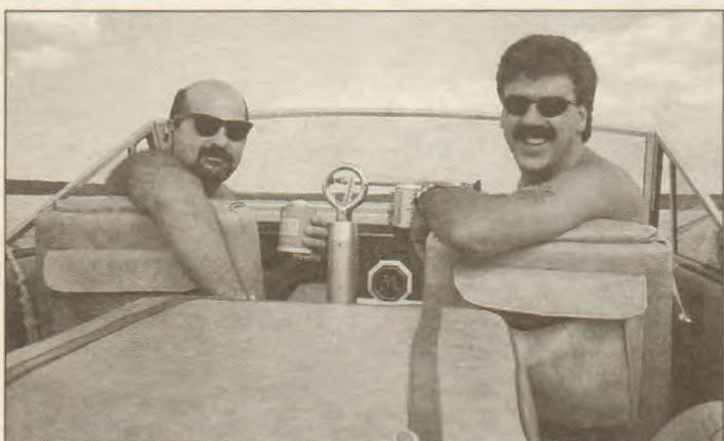
Illegal practices involved included requiring work off the clock, confining workers to living quarters without pay, requiring them to clean barracks without pay, deducting from their wages various fees connected with their recruitment, and charging excessive fees for room and board.

Tracking the 'Saipan Scam'

Stay up-to-date on the push for federal legislation forbidding the use of the Made in USA label on clothing made in Saipan via the following internet sites:

- www.takepride.org
- www.unionlabel.org (click on the "hot issues" button)

Bosuns' Brotherhood Extends to the Beach



After sailing as recertified bosuns on vessels such as the *Sea-Land Producer* and *Overseas New York*, operating this relatively tiny pleasure boat in Hubbard Lake, Mich. was a breeze for longtime Seafarers Joel Lechel (left) and Carlos Loureiro. The bosuns met three years ago while upgrading at the Paul Hall Center in Piney Point, Md. and have remained friends since then. This photo, sent to the *Seafarers LOG* by Lechel's wife, Kasandra, was taken earlier this summer. Mrs. Lechel reports that Loureiro and his wife, Debra, who live in San Diego, were vacationing in Boston but detoured to Hubbard Lake for a visit.

ITF Launches New Commission To Reform Shipping Regulation

The International Transport Workers' Federation (ITF) recently announced the launching of "a major new and independent international body which will seek reform of the rules governing the global shipping industry."

Known as the International Commission on the Regulation of Shipping, the group is based in Amsterdam.

"Although initiated by the ITF, the three-member commission has wide-ranging support among the shipping community and reflects a growing consensus that firm action must be taken to force the increasing number of low-quality flag administrations to accept their moral and legal responsibilities," the ITF said in its announcement.

Chairing the commission is Peter Morris, a former Australian government official who is very knowledgeable about the maritime industry. He is "consulting widely within the industry" in preparation for appointing his fellow commissioners.

According to the ITF, the commission will con-

duct hearings worldwide "and take evidence from all interested parties with a view to making concrete proposals for change. It is hoped that these proposals will be taken up and pursued by all those who have an interest in a profitable, sound and decently run shipping industry."

The new group aims to finish its work by the end of next year.

Commenting on the announcement, ITF General Secretary David Cockroft said, "A radical overhaul of the regulation of the shipping industry is long overdue. The current system lacks teeth and is not only failing seafarers but reputable shipowners and flag states as well. We hope this new commission will become a driving force for those changes which are so desperately needed."

Based in London, the ITF—of which the SIU is an affiliate—includes more than 500 transportation-related unions from more than 125 countries. Those unions represent more than five million members.

Electronic Medium's Growth Challenges Info Seekers

SIU Site Offers Union News, Useful Links

The magazine ad touting a new computer chip presents the internet as the proverbial haystack, in which web surfers are commanded to locate a needle.

Even the most internet-savvy

individuals probably appreciate that analogy, as the world wide web continues its explosive growth. The sheer volume of web sites, numbering in the millions, can make it difficult for users to locate the information they seek.

Moreover, as reported last month by the Associated Press, the most-used search engines sift through less than one-fifth of what is on the web.

Those challenges have not slowed the medium's growth, however. At the end of last year, there were an estimated 150 million internet users worldwide, with slightly more than half residing in the United States. This year, on average, more than 700 American households per hour become first-time web surfers.

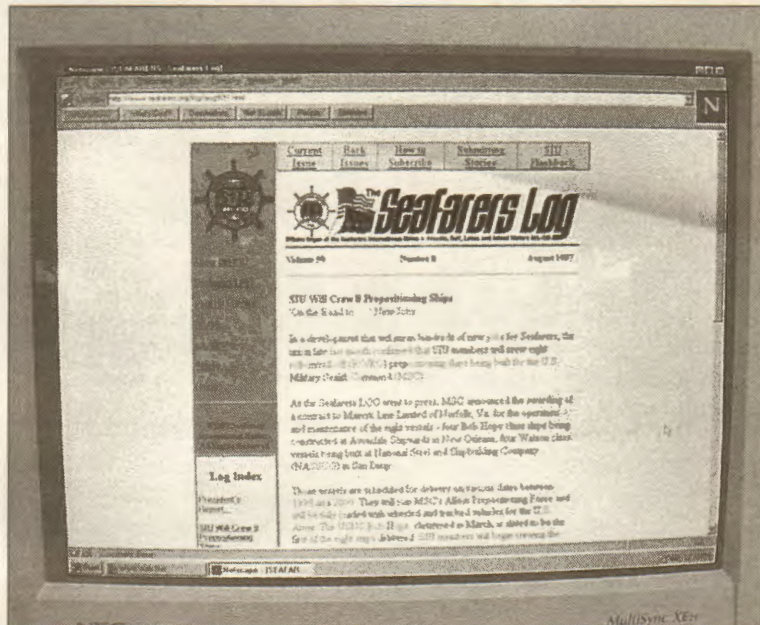
Many of those families undoubtedly will correspond by electronic mail—some 7.3 billion email messages are sent in the U.S. every day.

Fortunately for Seafarers, there are a number of established, reliable and fairly easy-to-find sites offering useful information about the U.S. maritime industry.

For starters, the SIU's internet site—located at <http://www.seafarers.org>—has been active since 1997. It contains links to a number of potentially helpful maritime and labor sites.

The SIU site also features email links to Congress and the White House; downloadable benefits applications; selected articles from current and past issues of the *Seafarers LOG*; course listings and course descriptions from the Paul Hall Center for Maritime Training and Education; a list of SIU halls and upcoming meeting dates, and more.

The following sites, all of which are accessible through the SIU site index, also may be of interest to SIU members and their families:



The SIU's web site (www.seafarers.org) includes selected articles from the *Seafarers LOG* (as pictured here), information about courses at the Paul Hall Center and much more.

- AFL-CIO (includes comprehensive links to affiliated international and local unions) <http://www.aflcio.org>
- U.S. Coast Guard (see the agency's internal links to its own STCW and Y2K sites) <http://www.uscg.mil/>
- International Transport Workers Federation (features detailed and updated information about the ITP's campaign against runaway-flag shipping) <http://www.itf.org.uk/>
- Maritime Cabotage Task Force (offers the latest news concerning the Jones Act and Passenger Vessel Services Act) <http://www.mctf.com>
- International Maritime Organization (covers worldwide maritime issues) <http://www.imo.org/>

- Military Sealift Command (often includes recent news about SIU-crewed ships) <http://www.msc.navy.mil/>
- Maritime Administration (provides updates on key happenings in the industry) <http://marad.dot.gov>

Many SIU-contracted companies also have their respective presence on-line, including SeaLand, Maersk, Crowley, American Hawaii Cruises, American Steamship Co, The Delta Queen Steamboat Co. and others. Links to those locations are available at the SIU site, and the union gladly will add other relevant links if so requested. Please direct such requests to the *Seafarers LOG* at SIU headquarters.



Capt. Boothe Heads NMC Succeeds Capt. Rosecrans at USCG

Captain Myles Boothe Jr. last month succeeded Captain Michael Rosecrans as commanding officer of the U.S. Coast Guard's National Maritime Center (NMC).

A ceremony took place July 9 near the NMC in Arlington, Va.

The NMC, established four years ago, manages the Coast Guard's 17 regional examination centers (RECs). It also maintains records for merchant mariner licensing and documentation, and oversees the National Vessel Documentation Center, among numerous other functions.

Boothe becomes the NMC's second commanding officer.

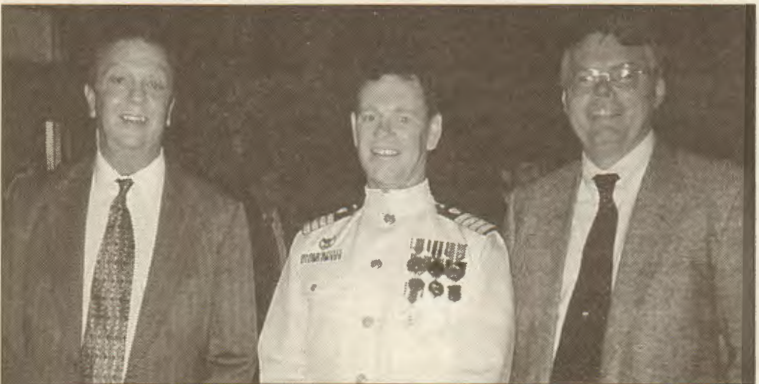
Bill Eglinton, director of vocational education at the Paul Hall Center for Maritime Training in Piney Point, Md., commended Rosecrans for his work at NMC, noting that he "has been an invaluable resource during a time of tremendous change in the maritime industry. He has been very supportive of our school's efforts in terms of STCW compliance, testing and record-keeping."

Eglinton expressed optimism that the school "will enjoy a similarly cooperative, productive relationship with Captain Boothe. We look forward to working with him to ensure that the Paul Hall Center keeps up with the industry's needs and requirements."

Boothe brings an extensive background in marine safety, including assignments as the head of Coast Guard safety offices in St. Louis and Seattle.



Capt. Myles Boothe Jr. (top photo, center) recently succeeded Capt. Michael Rosecrans (below, center) as commanding officer of the U.S. Coast Guard's National Maritime Center. Congratulating them after the July 9 ceremony in Arlington, Va. are Bill Eglinton, director of the vocational education department at the Paul Hall Center (pictured at Boothe's left); and John Mason, head of American Service Technology, Inc.



1999 AOTOS Awards Go to TRANSCOM and Marine Transport Line's Richard duMoulin

The head of a shipping company that oversees an SIU-contracted firm and the agency that supervises the worldwide movement of goods and materiel to American troops will be honored with the annual Admiral of the Ocean Sea (AOTOS) award later this year.

Richard duMoulin, chairman and CEO of Marine Transport Lines (MTL), and U.S. Air Force General Charles T. Robertson, Jr., commander of the U.S. Transportation Command (TRANSCOM), will receive the AOTOS on November 5 in New York.

Considered by many to be one of the most prestigious awards in the maritime industry, the AOTOS is sponsored by the United Seamen's Service. SIU President Michael Sacco received the award in 1994.

In announcing the honorees, AOTOS Committee Chairman John Bowers, president of the International Longshoremen's Association, noted they were chosen from more than 200 nominees.

"This year's AOTOS recipients embrace two important sectors of ocean transport in the United States: the tanker/carrier community and the military," Bowers said. "Richard duMoulin's steadfast leadership in his broad-based activities on behalf of U.S. shipping and



Richard duMoulin



Gen. Charles Robertson

American seafarers and TRANSCOM's important role as a user—rather than a provider—of American ships make them ideal recipients of this year's AOTOS awards."

After spending 15 years with OMI Corp., duMoulin joined MTL in 1989. That firm operates more than 30 U.S.-flag vessels. Among its subsidiaries is SIU-contracted Intrepid Ship Management.

MTL is the oldest U.S. shipping company, tracing its roots to 1816 where its predecessors operated whaling boats as well as

provided boats for the California gold rush.

TRANSCOM was created in 1987 to consolidate the military's logistic efforts that had been performed separately by the Army, Navy and Air Force. It is the largest single user of U.S.-flag vessels.

Robertson, accepting the award for his agency, assumed command of TRANSCOM in 1998. Upon graduating from the Air Force Academy, he joined the service in 1968. He served more than 150 combat missions in Vietnam.

SEAFARERS FAMILY photos

Weddings, family reunions and the births of children and grandchildren—these are the everyday events so important in the lives of SIU members, who often are away from home for several months at a time.

As always, the *LOG* welcomes your photos and will publish them on a periodic basis.



QMED/Electrician Taylor Clear and Nicole Lucero were married October 31, 1998 at St. Mary's Church in Alexandria, Va. Clear, who joined the SIU in 1987, has upgraded frequently at the Paul Hall Center in Piney Point, Md.



While Dad upgrades at the Paul Hall Center, the rest of the Lopes family enjoys a vacation. Posing with SIU President Michael Sacco are Carlota, Jeffrey (age 10), Jasmine (age 7) and Fernando Lopes, who sails with the NMU from the port of Boston.



Robin Palmer of Baltimore, Md. sends the *LOG* this photograph of her daughter, Laura Paulina Vega, age 2 (holding doll with matching dress). Robin last sailed as chief cook on the *USNS Antares*. She notes that Laura looks just like her father, David Vega, who sails as a QMED aboard LNG vessels.



Norm Young (right) and Rebecca Moore (holding flowers) met two years ago on the *USNS Capable*. Now they sail together as husband and wife. The wedding recently took place aboard the *USNS Stalwart* in the beautiful port of Curacao, Netherland Antilles and was officiated by Captain John E. Winningham (second from left). Mrs. Winningham (left) served as matron of honor and also helped decorate the ship for the festivities. The bride sails as a chief cook and the groom sails as a chief engineer. The newlyweds make their home in Chesapeake, Va. Their shipmates who attended the nuptials wish them "fair winds and following seas."



Antonio Lamont Cooks, who graduated from Unlicensed Apprentice class 580 in April, proudly sends this photo of his daughter, who was four months old at the time. Cooks, a resident of Jacksonville, Fla. sailed aboard the *Sea-Land Trader* as part of his three-month unlicensed apprentice training.



For decades, summertime has meant a vacation at Piney Point for the Rigney family of Bel Air, Md. Pensioner Richard Rigney started bringing his family to the facility shortly after it was opened and continued the tradition each year. Now a third generation is enjoying the quiet, the food and the swimming pool. "We are always treated like family by everyone here," Brother Rigney told SIU President Michael Sacco. "That's why all of us look forward to our trip here." Seated (from left) are daughter Sharon Limbert, wife Regina Rigney, Richard Rigney and daughter Janet Hart. Standing (from left) are grandchildren Kristin Limbert, Bethany Limbert and Emily Hart; son-in-law Walt Limbert; President Sacco; son-in-law Roger Hart Sr.; and grandson Roger Hart Jr. (Four members of the family—Regina, Tim, Timmy and Albany Hart—had to leave prior to the photo.)



OMU Augusto B. Rodil and his wife, Liberty, proudly show off their new son, August Reuben Rodil. The engine department member joined the SIU in 1993. He and his family live in Houston.

SIU Lauds AMMV Chapter At Memorial Dedication

The SIU last month took part in a dedication ceremony in downtown St. Louis sponsored by the Samuel Parker Chapter of the American Merchant Marine Veterans (AMMV) and the Navy League of the United States.

Becky Sleeper, the union's port agent in St. Louis, delivered remarks on behalf of SIU President Michael Sacco on July 5 as the AMMV chapter—which includes many retired Seafarers—and the local Navy League dedicated an anchor in tribute to past, present and future mariners as well as Naval armed guard members.

The well-attended event gen-

erated media coverage and attracted numerous local dignitaries. It took place outside the Soldiers' Memorial, a downtown museum used for displays from various wars.

The nine-ton anchor is from the World War II-era aircraft carrier *USS Langley*. It is almost 13 feet tall.

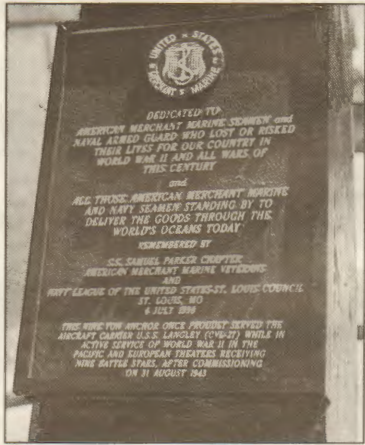
Its plaque reads, "Dedicated to American merchant seamen and Naval armed guard who lost or risked their lives for our country in World War II and all wars of

this century, and all those American merchant marine and Navy seamen standing by to deliver the goods through the world's oceans today."

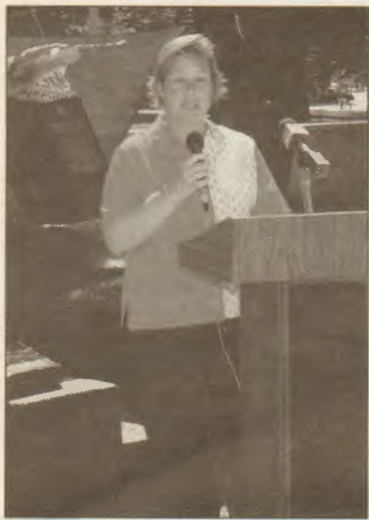
Relaying Sacco's remarks, Sleeper noted, "It's important to establish the connection between today's active mariners and those who went before them. In fact, we in the SIU make it a point to educate all of our new members about their maritime heritage—and the fact that they may be called upon as the nation's fourth arm of defense...."

"I am extremely proud of the SIU's long-standing and very strong relationship with the American Merchant Marine Veterans. Your issues are our issues; your fights are our fights."

She added, "This anchor in part is a tribute to the tens of thousands of merchant seamen who carried the Allied effort in World War II. Included in those ranks are thousands of SIU members, more than 1,200 of whom gave their lives during the war... Today, we honor that brave history as well as the courage shown by U.S. mariners in Korea, Vietnam, the Persian Gulf War and other risk-filled assignments. They are patriots. They are heroes. And they deserve this recognition."



Left, SIU Port Agent Becky Sleeper delivers remarks on behalf of SIU President Michael Sacco at the anchor dedication July 5 in St. Louis. Above, a plaque on the nine-ton memorial praises past and present mariners.



Members of the Samuel Parker Chapter of the American Merchant Marine Veterans greet SIU Port Agent Becky Sleeper (third from right) following the ceremony.

Lighthouse Replica to Educate Public



SIUNA Vice President Ed Pulver stands before a 14-foot replica of the Sandy Hook Light House which was given to the Liberty State Park at the Historic Central Railroad of New Jersey Terminal by a group of volunteers who participate in community projects. The model lighthouse will be used to educate the public about the historical, cultural, economic and navigational importance of the oldest operating lighthouse in the United States. Now a national historic landmark, the lighthouse continues to be lit 24 hours a day, and the light can be seen for 19 miles on a clear night.

Maritime Briefs

Cape Hatteras Lighthouse Saved from Crashing Into Sea

The 208-foot-tall Cape Hatteras Lighthouse—the tallest brick lighthouse in the United States—stood 1,600 feet from the ocean when it was built in 1870. After more than a century of incoming and outgoing tides and soil erosion of about 10 feet per year, only 150 feet stood between the black-and-white striped tower and the Atlantic Ocean—until last month.

That is when the structure arrived at its new concrete foundation 1,600 feet from the surf.

Moving the lighthouse began June 17. Resting on a nest of steel beams mounted on rollers, it was pushed along rails by seven hydraulic jacks.

Original estimates were for the move to take four to six weeks. It was accomplished in three at a cost of \$10 million.

The twin beams, which were extinguished March

1 for the first time in 50 years, are scheduled to be re-lit on Labor Day, and officials of the National Park Service plan to reopen the lighthouse to visitors next Memorial Day.

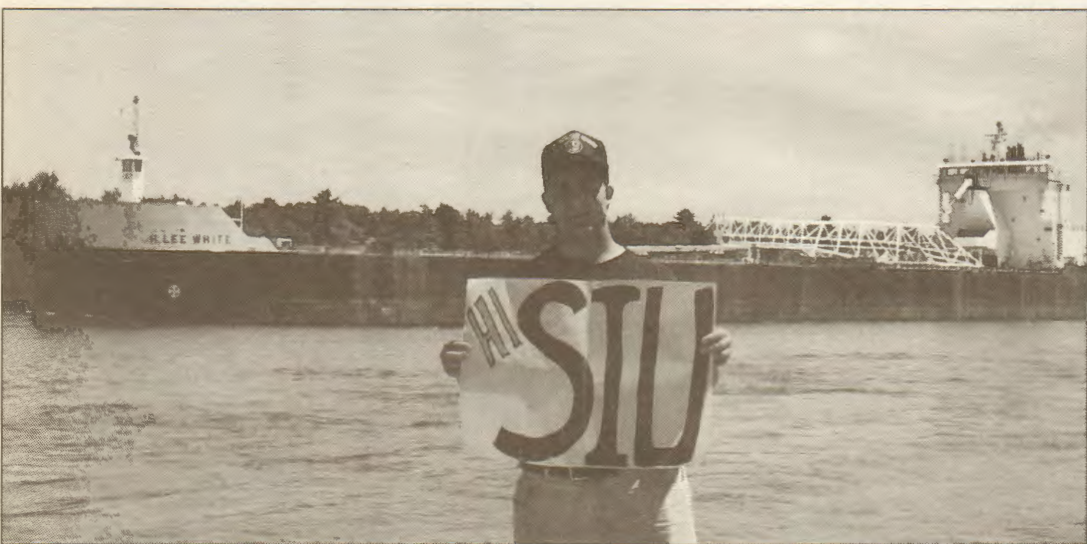
Mississippi Queen Among Best U.S. Cruises

The SIU-crewed *Mississippi Queen*, a paddle-wheel passenger vessel operated by the New Orleans-based Delta Queen Steamboat Company, has been rated as one of the best cruise options for U.S. consumers.

Cruise Reports, a newsletter which annually evaluates cruise lines' performances, declared the *Mississippi Queen* a "top value" by measuring cruise quality against the cost per person per day.

The Delta Queen Steamboat Co. also operates the SIU-crewed *Delta Queen* and *American Queen* along the Mississippi River as well as other routes.

Greetings from Oceans to Lakes



AB Tim Kacer, an eight-year member of the SIU who sails in the deep sea division, spent part of his recent vacation watching lakers and greeting fellow Seafarers as they sailed through the Soo Locks on Lake Superior. Among the SIU-crewed vessels spotted by Kacer last month was the *H. Lee White*, pictured here.

DO BUY Breakfast Cereals

American Home Foods
Maple Wheatos

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; Corn Chex; 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; Frost Loops; Frosted Flakes; Frosted Mini-Wheats (regular and bite size); Healthy Choice (Almond Crunch with Raisins, Low Fat Granola, Low Fat Granola with Raisins, Muslix Raisin & Almond Crunch, Toasted Brown Sugar Squares); Just Right (fruit & nut and with Crunch Nuggets); Marshmallow Blasted Frost Loops; Nut & Honey Crunch; Nut & Honey Crunch O's; Nut-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

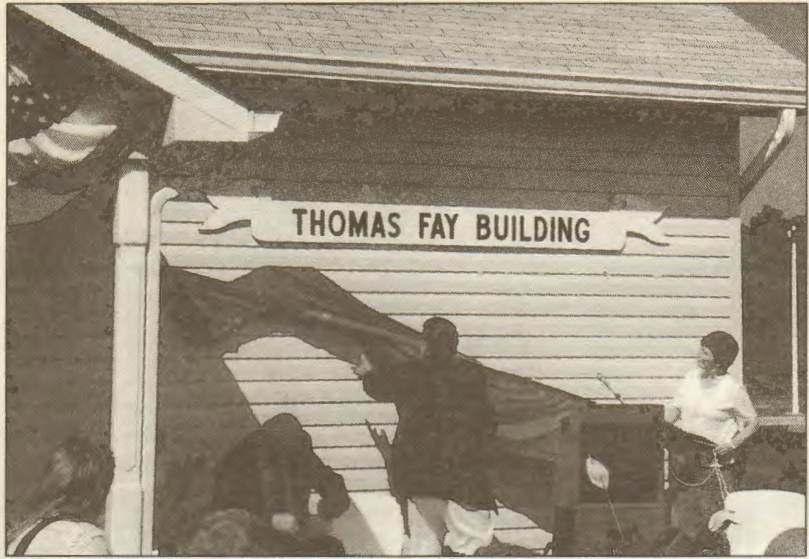
Nabisco
Cream of Wheat

Post
Alpha-Bite (plain and marshmallow); Blueberry Muesli; Bran Flakes; Fruit n' Fiber; Fruity Pebbles; Grape Nuts; Great Grains; Honey Bunches of Oats (plain, with Almonds and with Graham); Honeycomb; Oreo O's; Post Toasties; Super Golden Crisp

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

Wheetabix
Grainfield; Wheatabix

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; Leader's bagels; Nut-Grain cereal bars (all flavors); Rice Krispies Treats (squares and Chocolate Chip Squares); Pop-Tarts; Rago Frozza 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)



At far left, Doris Fay unveils the identification sign for the new survival building named in memory of Tom Fay. At far right, Earl Shepard, Bull Shepard's son, poses with Paul Hall Center Vice President beneath the new sign. The Thomas Fay Building houses classrooms, offices, a damage-control room and a water-survival trainer.

At right, Bull Shepard's son, Earl Shepard, covering from board naming the new survival building. The Earl "Bull" Shepard Building is a two-story maze of moveable partitions used for search-and-rescue training.

Dedications 'Embrace Our Past While Working for the Future'

Buildings Named in Memory of Tom Fay, Bull Shepard

Sweltering temperatures did not spoil the occasion July 15 as two buildings were dedicated at the Joseph Sacco Fire Fighting and Safety School, located in Valley Lee, Md.

As Seafarers, SIU officials and guests applauded, facilities were named in memory of Tom Fay, former vice president of the Paul Hall Center for Maritime Training and Education, and Earl "Bull" Shepard, a charter member of the SIU and a founder of the center.

The Thomas Fay Building houses classrooms, offices, a damage-control room and a water-survival trainer as well as areas for monitoring and servicing various fire fighting equipment. The Earl "Bull" Shepard Building is a two-story maze with moveable partitions. It primarily is used for search-and-rescue training and to teach students how to maneuver through a darkened ship.

Both are part of the state-of-the-art fire fighting and safety school that opened in late May.

Unveiling the new signs on the respective buildings were Tom Fay's widow, Doris, and Earl Shepard Jr., who sails as an AB.

SIU President Michael Sacco stated that the dedications "point out that fact that we're a group which embraces our past while planning and working for the future. Anyone who has been to the Paul Hall Center can tell right away that we're very proud of our history."

He praised Fay as "a very efficient, level-headed and dedicated individual—first-class all the way." Sacco also pointed out that Shepard "is someone who literally fought for better working conditions for the American mariner. He played a major role in helping build the SIU into what it is today."

Additionally, he said the dedications spotlight "the fact that we in the SIU are a family. We may have disagreements, like any family. But in the end, we're on the same side, working together for the same

goals and a brighter future.

"In some cases, we literally are a family," he continued. "The SIU has a long legacy of one generation following the next to sea—from the rivers to the Lakes to the oceans. It makes me proud that so many people think so highly of this organization that they encourage their brothers and sisters and sons and daughters to join us."

SIU Executive Vice President John Fay, Tom's brother, spoke about both men for whom the buildings were named.

"Tommy was my sibling, but Bull Shepard also was my brother," he stated. "The one thing I knew about both of them is that when Tommy or Bull touched someone's personal life, it was always for the best. They never said no to anybody who was in trouble. I could tell you incident after incident, story after story about the positive deeds both Tommy and Bull did."

Carolyn Gentile, general counsel to the Seafarers Plans, mentioned that although Shepard and Tom Fay were "from different generations, they shared the common bond of being dedicated to improving the lives, working conditions and upgrading abilities of their fellow members. They were men of their times, but they also were members with foresight. Their vision is alive and well right here today."

Representing the employer trustees for the Seafarers Plans was Anthony Naccarato, who said Fay's and Shepard's work has helped the SIU "reach the very top of the labor hill. Today, the American labor movement looks to Mike Sacco and the SIU with pride and admiration."

He added that both officials undoubtedly would be pleased with the fire fighting and safety school, which "is a monument to all who have come before us and all who will follow. It looks to the future and proudly says, 'We are prepared to train the finest Seafarers to face the challenges of the 21st century.'



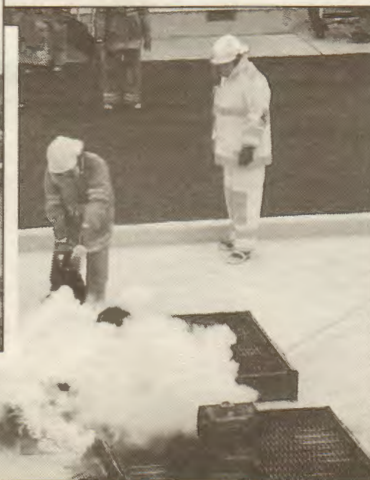
The Reverend Harry Harper speaking at the dedication ceremony.

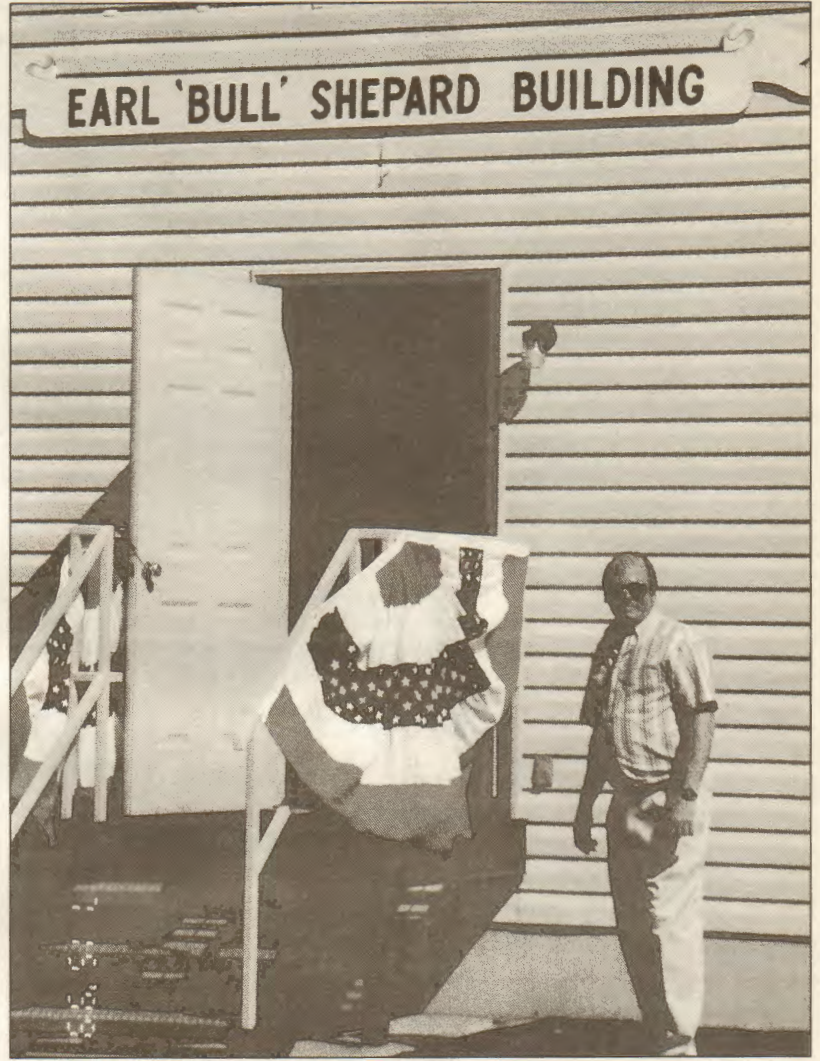


Employer Trustee Anthony Naccarato praises those who have made the Paul Hall Center a world leader in training mariners.

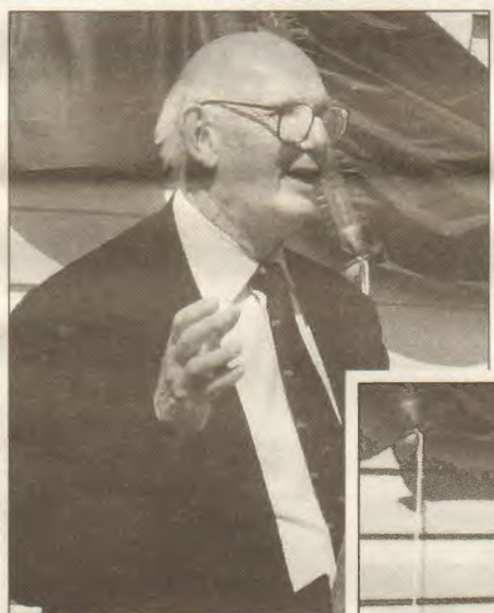


Fire fighting classes officially began in late May at the Joseph Sacco Fire Fighting and Safety School, located in Valley Lee, Md., where the two newly named buildings are located.

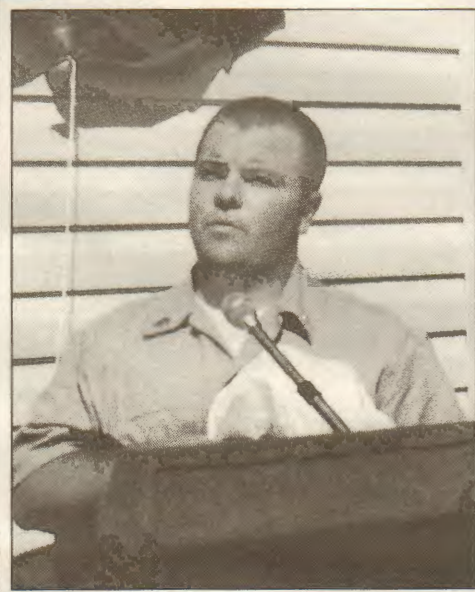




SIU President Michael Sacco (above) opens the dedication ceremony.



Below, Unlicensed Apprentice Miles Wade Ireland Jr. leads the group in the Pledge of Allegiance.



John Fay, SIU executive vice president, speaks about both men for whom the buildings were named, one of which was his brother, Tom.



Located near the classrooms are photos and plaques in memory of Shepard (left) and Fay.

Tom Fay

October 18, 1936 - February 27, 1995

Tom Fay began his career with the Seafarers in 1958. Sailing in the engine department, he worked his way to becoming a chief electrician before coming ashore.

Tom served the union in many different ways, including Honolulu port agent. He became the vice president for the Paul Hall Center in 1993.

No matter what job Tom undertook, he performed it with courage, dignity and a sense of humor that made him a friend to all. The water survival building will proudly bear his name.

Earl "Bull" Shepard

September 4, 1913 - December 19, 1978

The maze building will carry the name of a charter member of the SIU and a founder of the Paul Hall Center, Earl "Bull" Shepard. Whether it was aboard a ship, at a union hall or in the U.S. Capitol, Bull was totally dedicated to improving the lives and conditions faced by Seafarers. He had the respect of all who came his way.

Besides being part of the crew to find a centralized location for training and upgrading, Bull also helped develop the center's early curriculum.

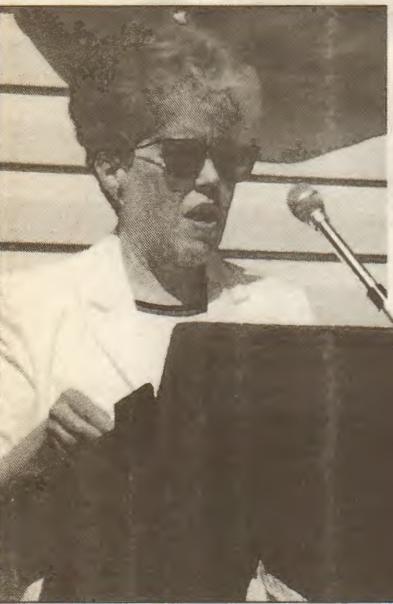
ification on the water of her husband and, at the President Don Nolan Fay Building houses control room and a water-

Shepard Jr., removes the maze building after his front of the newly named rd Building is a two-story titions, primarily used for arch-and-rescue training.



delivers the invocation.

Below, Carolyn Gentile, general counsel to the Seafarers Plans, notes that Tom Fay and Bull Shepard were SIU members with foresight whose vision is alive today.



Reminder to WWII Mariners

U.S. merchant mariners who sailed between December 7, 1941 and December 31, 1946 may be eligible for certain veterans' benefits.

To qualify and become eligible for benefits, a mariner must not only have served within the qualifying period, but also meet the following eligibility criteria:

1. Was a member of the United States merchant marine (including the Army Transport Service and the Naval Transport Service) serving as a crewmember of a vessel that was

(a) operated by the War Shipping Administration or the Office of Defense Transportation (or an agent of the Administration or Office);

(b) operated in waters other than inland waters, the Great Lakes, and other lakes, bays, and harbors of the United States;

(c) under contract or charter to, or property of, the government of the United States; and

(d) serving the Armed Forces.

2. While so serving, was licensed or otherwise documented for service as a crewmember of such a vessel by an officer or employee of the United States authorized to license or document the person for such service.

Before you can receive veterans benefits, you must first submit a DD Form 2168. This form is available from Veterans Administration offices, merchant marine veterans organizations, and from the offices listed below. A copy of DD Form 2168 can also be downloaded on the world wide web at <http://www.uscg.mil/hq/g-m/nmc/wwiimm.html>.

Completed forms should be

sent to the appropriate office:

For Merchant Marine:

WWII Merchant Mariner Qualification
Highland Community Bank
P.O. Box 804118
Chicago, IL 60601-4118
(Please note that the address on the reverse of the DD2168 to which Merchant Mariners are directed to send their applications has changed to the above address.)

For Army Transport Service:

Commander
Army Reserve Component
ARPERSCOM-PSV-V
9700 Page Ave.
St. Louis, MO 63132-5200

For Naval Transportation Service:

Commander
Naval Personnel Command
(PERS-312)
Millington, TN 38054-5054

If you have copies of your certificates of discharge or other documentation of sea service, please submit them with your DD Form 2168. Under the Privacy Act, a certified copy of the death certificate will be needed if you are applying for a Certificate of Release or Discharge from Active Duty (DD Form 214) for a deceased mariner.

If you have qualifying sea service between August 16, 1945 and December 31, 1946, and you wish to have this period certified, Public Law 105-368 requires that the Coast Guard collect a \$30 processing fee. Please send a check or money order, payable to the U.S. Treasury, with your new DD Form 2168.

Annual Blessing of New Bedford's Fleet



Twelve SIU fishing boats were among many vessels of all shapes and sizes participating in the 30th annual blessing of the fleet in New Bedford, Mass. This year's event, part of the city's annual Summerfest celebration, took place July 4. The fleet blessing paid tribute to those fishermen who passed away during the last year and asked for protection, good luck and safe and bountiful seas for the year ahead. Awards were given for the best-decorated boats. The SIU-crewed F/V Sunshine (above) took top honors, and last year's winner, the SIU-crewed F/V Lutador, came in third.

Updated List of U.S. Coast Guard Regional Exam Centers

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

US 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
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 Office
Regional Examination Center
165 N. Pico Avenue
Long Beach, CA 90802
Phone: (562) 980-4485

U.S. Coast Guard
Marine Safety Office Memphis
Regional Examination Center
200 Jefferson Ave., Suite 1302
Memphis, TN 38103
Phone: (901) 544-3297

U.S. Coast Guard
Regional Examination Center
Claude Pepper Federal Building
51 SW. 1st Ave, 6th Floor
Miami, FL 33130-1608
Phone: (305) 536-6548/6874

U.S. Coast Guard
Marine Safety Office

Regional Examination Center
9820 Lake Forest Blvd, Suite P
New Orleans, LA 70127-3077
Phone: (504) 589-6183

U.S. Coast Guard
Activities New York
Regional Examination Center
Battery Park Building
New York, NY 10004-8545
Phone: (212) 668-7492

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
6767 North Basin Avenue
Portland, OR 97217-3992
Phone: (503) 240-9346

U.S. Coast Guard
Marine Safety office
Regional Examination Center
1519 Alaskan Way South
Seattle, WA 98134-1192
Phone: (206) 217-6115

U.S. Coast Guard
Marine Safety Office
Regional Examination Center
1222 Spruce Street, Suite 8.104E
St. Louis, MO 63103-2835
Phone: (314) 539-3091

U.S. Coast Guard
Regional Examination Center
Federal Building, Room 501
234 Summit Street
Toledo, OH 43604-1590
Phone: (419) 259-6395

AFL-CIO NATIONAL BOYCOTTS



JULY/AUGUST 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; DoltYourself 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 Tester 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

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO



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Dispatchers' Report for Deep Sea

JUNE 16 — JULY 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	22	21	7	22	15	6	7	42	24	13
Philadelphia	5	2	0	4	6	1	3	10	3	1
Baltimore	6	8	4	6	3	5	5	13	8	0
Norfolk	12	16	15	13	8	4	5	6	23	17
Mobile	12	7	4	9	3	3	3	18	9	6
New Orleans	21	14	4	11	7	6	8	32	21	9
Jacksonville	38	19	8	24	18	5	9	67	18	13
San Francisco	15	5	7	21	9	6	10	42	9	2
Wilmington	19	12	6	24	9	5	13	36	20	11
Seattle	30	14	3	25	9	5	8	50	11	4
Puerto Rico	13	5	2	6	5	1	4	21	1	2
Honolulu	9	6	4	10	3	3	3	13	9	4
Houston	27	19	9	25	16	6	11	41	22	10
St. Louis	1	2	4	0	1	1	1	3	3	4
Piney Point	2	3	2	0	2	1	0	3	2	3
Algonac	1	1	1	0	0	0	0	4	2	2
Totals	233	154	80	200	114	58	90	401	185	101
ENGINE DEPARTMENT										
New York	13	13	2	8	7	1	1	20	13	7
Philadelphia	4	1	0	1	3	0	1	5	2	1
Baltimore	7	7	2	3	3	1	6	7	6	1
Norfolk	3	11	3	3	11	5	5	6	12	4
Mobile	8	5	1	7	1	0	1	14	10	1
New Orleans	8	6	3	4	7	3	4	16	12	2
Jacksonville	23	10	6	23	8	2	8	28	11	8
San Francisco	10	11	1	10	6	0	8	13	10	2
Wilmington	10	8	3	10	6	2	4	13	14	3
Seattle	17	7	2	10	9	2	6	26	3	2
Puerto Rico	5	2	0	3	3	0	2	10	1	0
Honolulu	2	5	3	1	4	1	2	6	7	7
Houston	22	5	4	15	8	3	5	25	4	3
St. Louis	2	0	2	1	0	1	0	3	0	2
Piney Point	3	6	4	2	3	4	1	4	7	1
Algonac	0	0	0	2	0	1	0	0	0	0
Totals	137	97	36	103	79	26	54	196	112	44
STEWARD DEPARTMENT										
New York	17	7	1	10	2	1	7	26	10	1
Philadelphia	2	1	1	1	0	0	0	5	1	2
Baltimore	5	0	0	3	1	1	2	6	1	0
Norfolk	6	9	3	7	6	1	2	11	9	3
Mobile	8	2	0	3	3	0	1	12	3	1
New Orleans	3	7	0	8	3	0	2	6	11	3
Jacksonville	21	8	1	12	5	1	8	27	7	5
San Francisco	27	6	0	18	7	0	10	45	4	0
Wilmington	19	4	2	15	2	1	4	26	5	1
Seattle	22	2	1	16	0	0	5	37	4	1
Puerto Rico	1	0	0	1	1	1	1	4	0	0
Honolulu	10	5	7	8	2	10	7	14	10	8
Houston	7	2	1	9	4	1	3	18	4	3
St. Louis	1	0	0	1	0	0	0	2	0	1
Piney Point	2	4	2	2	0	0	1	2	11	2
Algonac	0	2	0	1	1	1	0	0	1	0
Totals	151	59	19	115	37	18	53	241	81	31
ENTRY DEPARTMENT										
New York	6	20	11	5	25	7	0	9	43	42
Philadelphia	0	2	1	0	0	1	0	0	2	7
Baltimore	0	3	4	0	4	3	0	1	2	4
Norfolk	0	6	7	0	9	11	0	2	11	15
Mobile	1	4	2	2	5	2	0	1	9	2
New Orleans	3	5	7	0	5	2	0	9	11	11
Jacksonville	1	23	12	0	7	8	0	7	33	17
San Francisco	11	22	5	6	11	6	0	16	29	2
Wilmington	8	15	12	7	4	7	0	10	21	19
Seattle	11	17	5	6	12	1	0	11	21	12
Puerto Rico	6	2	2	2	2	0	0	6	4	6
Honolulu	6	25	72	4	21	0	0	9	40	99
Houston	1	8	9	0	7	4	0	5	14	9
St. Louis	0	1	1	0	1	0	0	0	2	1
Piney Point	0	2	15	0	10	11	0	0	9	12
Algonac	0	0	0	0	0	0	0	0	2	0
Totals	54	155	165	32	123	112	0	86	253	258
Totals All Departments	575	465	300	450	353	214	197	924	631	434

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

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

September & October 1999 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney PointTuesday: September 7*
Monday: October 4
*(*change created by Labor Day holiday)*

AlgonacFriday: September 10, October 8

BaltimoreThursday: September 9, October 7

DuluthWednesday: September 15, October 13

HonoluluFriday: September 17, October 15

HoustonMonday: September 13, October 11

JacksonvilleThursday: September 9, October 7

Jersey CityWednesday: September 22, October 20

MobileWednesday: September 15, October 13

New BedfordTuesday: September 21, October 19

New OrleansTuesday: September 14, October 12

New YorkTuesday: September 7, October 5

NorfolkThursday: September 9, October 7

PhiladelphiaWednesday: September 8, October 6

San FranciscoThursday: September 16, October 14

San JuanThursday: September 9, October 7

St. LouisFriday: September 17, October 15

TacomaFriday: September 24, October 22

WilmingtonMonday, September 20, October 18

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

Personals

WILLIAM LEONARD SMITH

Bill F. Hudson would like William Leonard Smith or his wife, Alma, to contact him at 1501 South Fountain Green Road, Bel Air, MD 21015.

BILLY CARL WALKER

Call Mrs. Edna "Ed" Scott at (757) 857-3753.

FRIENDS OF JAMES E. HILL

James E. Hill would like to hear from shipmates who served with him aboard the Penn Vanguard or the Keva Ideal. His address is: G. Pierce Memorial Hospital, 5847 S.E. Highway 31, Room 1, Arcadia, FL 33821; or telephone him at (941) 494-3323, extension Franklin Ward.

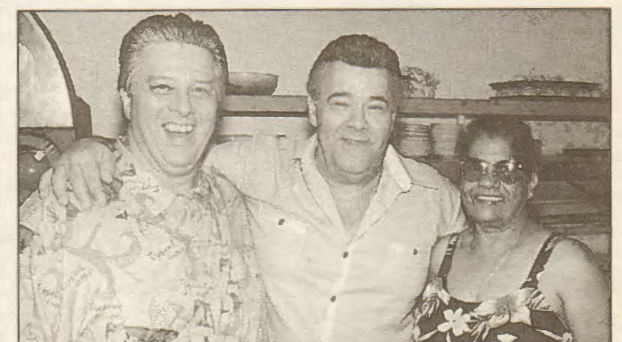
BOB, THE ELECTRICIAN

AB John A. Morales is trying to contact Bob, the electrician from New Jersey who sailed with him aboard the El Nuevo San Juan in 1991. Bob may write Morales at 2725 S. Nellis Boulevard, Suite 1124, Las Vegas, NV 89121; or telephone (702) 432-7417.

Notice

The annual SIU-Marine Cooks & Steward picnic is scheduled for September 12, from noon until 5 p.m. at the barbecue area (site #7) at San Bruno Park. This is a pot luck, BYOB picnic. Plenty of parking available.

Welcome Back to Piney Point



Visiting the Paul Hall Center are Chief Steward Lonnie Jones and his wife, Denise. The couple from Columbus, Ohio shares a laugh with SIU President Michael Sacco.

**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 Corgey
Vice President Gulf Coast

Nicholas J. Marrone
Vice President West Coast

Kermet 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 Kalihi 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

JUNE 16 — JULY 15, 1999

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	24	9	0	14	5	0	10	4
ENGINE DEPARTMENT									
Algonac	0	14	7	0	13	5	0	1	2
STEWARD DEPARTMENT									
Algonac	0	4	2	0	4	2	0	0	0
ENTRY DEPARTMENT									
Algonac	0	14	22	0	9	11	0	5	11
Totals All Depts	0	56	40	0	40	23	0	16	17

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

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

Dispatchers' Report for Inland Waters

JUNE 16 — JULY 15, 1999

Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	2	2	7	1	1	0	1	2	13
Lakes, Inland Waters	41	0	0	20	0	0	21	0	0
West Coast	4	3	4	8	1	4	6	4	9
Totals	47	5	11	29	2	4	28	6	22
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	3	0	0	0	0	0	4
Lakes, Inland Waters	27	0	0	14	0	0	13	0	0
West Coast	1	0	1	0	0	0	1	0	1
Totals	28	0	4	14	0	0	14	0	5
STEWARD DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	23	0	0	8	0	0	15	0	0
West Coast	0	0	0	0	0	1	0	0	1
Totals	23	0	0	8	0	1	15	0	1
Totals All Depts	98	5	15	51	2	5	57	6	28

*"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 Pensioner **William Gonzalez** of Brooklyn, N.Y.

The year was 1949—the *SS Chrysanthstar* had sailed into the port of Venice, Italy, and the crew members set up a "barber shop" on deck to get a quick trim before going ashore.

Included in the photo are AB Luis G. Figueroa (seated at left) and FOWT Gonzalez (seated at right). Between them is Wiper Willie Gallardo, and waiting his turn in the back is "Skinny," the oiler on the 12-4 watch.

Gonzalez, now 78, joined the SIU in 1942 in the port of New York. He was active in many union organizing drives throughout his seafaring career and last sailed aboard the *SS Borinquen* in April 1976. He retired the following month.

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





Welcome Ashore

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

Among the 13 Seafarers retiring this month are four recertified bosuns and one recertified steward. Recertified Bosuns **William S. Byrne**, **Jon C. Humason**, **Calvain A. James** and **Robert H. Stuverud** and Recertified Steward **Raymond E. Loretta** graduated from the highest level of training in the deck and steward departments, respectively, at the Paul Hall Center in Piney Point, Md. and represent more than 175 years of active union membership among them.

Including the five recertified graduates, eight of those signing off shipped in the deep sea division, four sailed the inland waterways and one plied the Great Lakes.

This month's favorite region for retirement is the East Coast, where eight pensioners have settled. Two have retired to the West Coast, one resides in the Gulf region and one each lives in the Midwest and Hawaii.

Ten of the retirees sailed in the deck department, while two worked in the steward department and one shipped in the engine department.

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

DEEP SEA

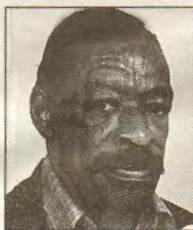


WILLIAM S. BYRNE, 71, started sailing in 1968 from the port of New York. His first ship was the *Beatrice Victory*. Born in England, the deck department member upgraded his skills at the Seafarers Harry Lundeberg School in Piney Point, Md. and graduated from the bosun recertification program there in 1975. During his career, Brother Byrne was active in union organizing drives. He has retired to Navarra, Fla.

JON C. HUMASON, 46, graduated from the union's entry level training program in 1971 and joined the Seafarers in the port of New York. He first sailed aboard the *Ogden Yukon*. The Virginia native worked in the deck department and upgraded his skills at the Paul Hall Center for Maritime Training and Education, where he graduated from the bosun recertification program in 1992. Prior to his retirement, he signed off the *USNS Capella*, operated by Bay Ship Management. Brother Humason makes his home in Chesapeake, Va.



CALVAIN A. JAMES, 71, started his career with the SIU in 1946 in the port of New York. Born in Virginia, he sailed in the deck department and upgraded his skills at the union's school in Piney Point, Md., where he graduated from the bosun recertification program in 1973. During his career, Brother James was active in union affairs and organizing drives. From 1953 to 1954, he served in the U.S. Army. Teaneck, N.J. is where he calls home.



RAYMOND E. LORETTA, 64, graduated from the Marine Cooks & Stewards (MC&S) training school in Santa Rosa, Calif. in 1959 and joined the MC&S in the port of San Francisco. Born in Ohio, the steward department member upgraded his skills at the



Seafarers Harry Lundeberg School and graduated from the steward recertification program there in 1990. He served in the U.S. Navy from 1952 to 1955. Prior to retiring, he sailed on the *Comet*, an American Ship Management vessel. Brother Loretta makes his home in Calistoga, Calif.



PAUL C. McMAHON, 65, began sailing with the Seafarers in 1964 from the port of New York. His first ship was the *Steel Director*, an Isthmian Lines, Inc. vessel. Brother McMahon worked in the deck department and upgraded his skills in Piney Point, Md. From 1951 to 1954, he served in the U.S. Marine Corps. Prior to his retirement, he sailed on the *Sea-Land Endurance*. Born in New York, he has retired to Las Vegas.

GEORGE SAPP JR., 63, joined the SIU in 1970 in the port of Jacksonville, Fla. His first ship was the *Steel Age*, operated by Isthmian Lines, Inc. The Georgia native sailed in the steward department and upgraded to chief steward at the Paul Hall Center for Maritime Training and Education. He last sailed in 1996 aboard the *Sea-Land Consumer*. Brother Sapp makes his home in Jacksonville, Fla.



ROBERT H. STUVERUD, 56, started his career with the Seafarers in 1965 in the port of Seattle, first sailing aboard the

Bangor. Born in Washington, he worked in the deck department and upgraded his skills in Piney Point, Md., where he graduated from the bosun recertification program in 1989. Brother Stuverud last sailed aboard the *Sea-Land Anchorage*. He has retired to Seattle.

EDUARDO TOMAS, 73, first sailed with the SIU in 1991 in the port of Honolulu aboard the SS *Independence*, operated by American Hawaii Cruises. A native of Hawaii, he worked in all three departments, last sailing as a deck engine utility. Brother Tomas upgraded his skills at the Paul Hall Center for Maritime Training and Education. From 1945 to 1948, he served in the U.S. Army. Prior to retiring, he worked on the *Sea-Land Pacific*. Waipahu, Hawaii is where he calls home.



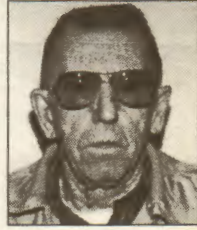
INLAND



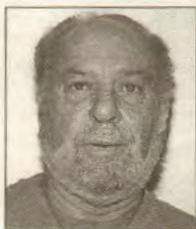
HENRY M. FOSTER, 65, joined the Seafarers in 1961 in the port of Norfolk, Va. Born in North Carolina, he worked in the deck department and upgraded his skills at the union's school in Piney Point, Md. From 1954 to 1956, he served in the U.S. Army. Boatman Foster last sailed as a captain aboard an Express Marine vessel. He makes his home in Pinetown, N.C.

RICHARD MASON, 62, first sailed with the SIU in 1956. The Maryland native sailed as a captain. During his career, he was active in union organizing drives. From 1961 to 1963, he served in

the U.S. Army. He last sailed in 1984 aboard an Interstate Oil Co. vessel. Boatman Mason has retired to Salisbury, Md.



ARTHUR P. O'NEILL, 67, began his career with the Seafarers in 1987 from the port of Philadelphia. Born in Pennsylvania, he sailed as a member of the engine department. Boatman O'Neill last sailed aboard a Crowley American Transport vessel. From 1952 to 1956, he served in the U.S. Navy. He calls Philadelphia home.



PATRICK W. THOMAS SR., 65, started his career with the SIU in 1965 in Port Arthur, Texas. A native of Texas, he sailed as a captain. During his career, he attended an educational conference at the union's training facility in Piney Point, Md. Boatman Thomas last sailed aboard the *Helen Moran*, operated by Moran Towing Co. From 1954 to 1957, he served in the U.S. Army. He makes his home in Port Arthur.

GREAT LAKES

GLENN H. CONRAD, 71, first sailed with the Seafarers in 1949. Born in Iowa, he worked as a member of the deck department. From 1951 to 1953, he served in the U.S. Army. He last sailed in 1981 aboard a Great Lakes Dredge & Dock vessel. Brother Conrad calls Dubuque, Iowa home.



Reprinted from past issues of the Seafarers LOG

1940

The constitution adopted in 1939 provided for the establishment of two separate districts: the Atlantic District and the Gulf District, with two separate headquarters, one in New York and one in New Orleans, and two separate bookkeeping and financial systems. The membership of the two districts, in a 30-day referendum vote, elected overwhelmingly to amalgamate the two districts.

The amalgamation resolution, which was adopted in August, 1940, provides that the Headquarters of the Atlantic and Gulf District will be in Washington, D.C., until the next election, and that all of the financial and bookkeeping work shall be done in that office.

1954

The often cursed overnight waits by crews arriving in U.S. ports before clearing Quarantine appear to be at an end. The Senate has completed action on a bill permitting shipping companies to pay overtime for inspections between 5 p.m. and 8 a.m. The bill was supported by all shipping companies and port interests as a means of eliminating expensive delays in port. Up until now, any freighter or tanker that failed

to make port by 5 p.m. had to anchor out and wait overnight for Quarantine inspection the next morning. Even more affected were ships that came into port on a Saturday night since they had to hold over until Monday morning. Then gangs of longshoremen hired to handle the ship's cargo would be idle until the ship docked. It's been estimated that 40 percent of the shipping entering New York harbor is affected by the delays.

THIS MONTH IN SIU HISTORY

1982

The officers and SIU crew of the *USNS Southern Cross* were honored in Washington, D.C. recently by the American Institute of Merchant Shipping for their "humanitarian assistance to Vietnamese refugees adrift in the South China Sea during late September 1981."

The *USNS Southern Cross*, part of the SIU Government Services Division fleet operated by the Military Sealift Command, Pacific, picked up 58 desperate "boat people" from a small 35-foot boat on July 15, 1981 while en route from Subic Bay, the Philippines, to Diego Garcia in the Indian Ocean.

At the time, their actions were lauded by the United Nations High Commissioner for Refugees in Singapore.... On the small boat were 18 men, 13 women and 27 children.

American Victory Headed for Tampa

The group that is spearheading the effort to convert the historic ship *American Victory* into a floating museum announced the vessel will arrive in Tampa this month.

The Victory Ship, Inc. also recently said it has secured several sizable donations from Florida shipyards, publications and other businesses for use in the project.

Built in 1945, the *American Victory* has been part of the U.S. Reserve Fleet on Virginia's James River since the end of the Vietnam War. Formerly crewed by SIU members, the 454-foot vessel was one of more than 500 Victory ships that debuted near the end of World War II. During Vietnam, it was operated by Hudson Waterways Corp.

The Victory Ship, Inc., which took possession of the vessel via an act of Congress, has indicated

that the museum "will honor all mariners who served our country in times of war and peace. The *American Victory* will provide an educational and entertaining maritime experience to visitors."

Plans call for the ship to be moored next to The Florida Aquarium in downtown Tampa's Channelside District. Joint ticketing with the aquarium is in the works.

For more information, contact The Victory Ship, Inc. at 705 Channelside Drive, Tampa, FL 33602; or telephone (813) 228-8766; or visit them on the web at <http://www.americavictory.org>.

U.S. merchant mariners who sailed between December 7, 1941 and December 31, 1946 may be eligible for certain veterans' benefits. See page 14 for additional information.

Final Departures

DEEP SEA

ENOS E. ALLEN



Pensioner Enos E. Allen, 76, passed away May 20. Born in Canada, he joined the Seafarers in 1946 in the port of New Orleans.

Brother Allen sailed in the deck department and upgraded at the Seafarers Harry Lundeberg School in Piney Point, Md., where he graduated from the bosun recertification program in 1974. A resident of Novato, Calif., he began receiving his pension in April 1988.

EDWARD L. ATKINS



Pensioner Edward L. Atkins, 74, died June 8. Brother Atkins began sailing with the SIU in 1943 in the port of New York. His first ship was the

John H.B. Latrobe. A native of Virginia, he worked in the engine department. Prior to his retirement in January 1987, he worked on the *Borinquen*, operated by Puerto Rico Marine Management. Brother Atkins was a resident of Baltimore.

CLARA B. BENNETT

Pensioner Clara B. Bennett, 96, passed away June 22. A native of Texas, she began her SIU career in 1951 in the port of New Orleans. Sister Bennett sailed as a member of the steward department. A resident of Picayune, Miss., she began receiving her pension in April 1968.

ISAIAS F. CAMBRONERO



Pensioner Isaias F. Cambronero, 71, died June 14. Born in Costa Rica, he started his career with the Seafarers in 1959 in the port of New

Orleans, first sailing aboard the *Del Sud*. He started out in the steward department and later transferred to the engine department, upgrading to QMED at the union's school in Piney Point, Md. Brother Cambronero, who retired in August 1982, resided in Terrytown, La.

EUGENE CROWLEY



Pensioner Eugene Crowley, 83, passed away March 18. Brother Crowley joined the SIU in 1941 in the port of New York. A

native of California, he sailed in the deck department and began receiving his pension in September 1976. Brother Crowley was a resident of Naples, Fla.

WILLIAM E. GRIMES



Pensioner William E. Grimes, 75, died May 6. He joined the Seafarers in 1959 in the port of Norfolk, Va. The North Carolina native

sailed in the steward department and upgraded to chief cook at the

Seafarers Harry Lundeberg School. Prior to his retirement in July 1987, he sailed aboard the *Robert E. Lee*, a Waterman Steamship Corp. vessel. Brother Grimes lived in Virginia Beach, Va.

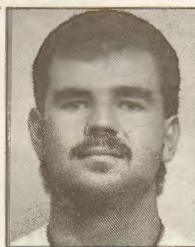
LEROY GULLEY



Pensioner Leroy Gulley, 85, passed away May 14. A native of Alabama, he joined the SIU as a charter member in December 1938

in the port of Mobile, Ala. Brother Gulley sailed in the steward department and attended an educational conference at the Seafarers Harry Lundeberg School. A resident of Mobile, he started receiving his pension in February 1975.

MICHAEL A. HALL



Michael A. Hall, 28, died May 8. Brother Hall graduated from the Paul Hall Center for Maritime Training and Education entry program and joined

the SIU in 1992 in Piney Point, Md. His first ship was the *USNS Persistent*, operated by U.S. Marine Management, Inc. A native of Maryland, he worked in the deck department and frequently upgraded his skills at the school. He last sailed aboard the *USNS Antares*, a Bay Ship Management Co. vessel. Brother Hall was a resident of Glen Burnie, Md.

FRED H. HEAD



Pensioner Fred H. Head, 70, passed away May 26. After a 20-year career in the U.S. Navy, he joined the Seafarers in 1967 in the port of New

York, first sailing aboard the *American Victory*. The Alabama native sailed in the engine department and upgraded his skills at the union's training facility in Piney Point, Md. Prior to his retirement in March 1994, he worked aboard the *USNS Denebola*, a Bay Ship Management, Inc. vessel. Brother Head lived in Scotland, Conn.

JOHN T. KELLY



Pensioner John T. Kelly, 76, died May 7. Brother Kelly began his SIU career in 1969 in the port of New York, sailing aboard the *Minot Victory*.

The New York native worked in the deck department and upgraded his skills to quartermaster at the union's school in Piney Point, Md. He last sailed aboard the *Gulf Banker*, an All Marine Services, Ltd. vessel. He retired in September 1990 and made his home in Bethlehem, Pa. Brother Kelly was a veteran of World War II, having served in the U.S. Army from 1940 to 1945.

ARTHUR J. MCGINNIS



Pensioner Arthur J. McGinnis, 73, passed away May 20. Born in Connecticut, he joined the Seafarers in 1952 in the port of Wilmington,

Calif. He sailed in the deck department and upgraded his skills at the union's school in Piney Point, Md., graduating from the bosun recertification program there in 1974. A resident of Metairie, La., he started receiving his pension in May 1988.

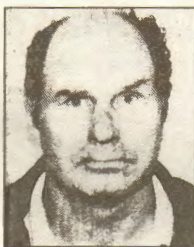
HAROLD H. McVAY



Pensioner Harold H. McVay, 86, died May 2. A native of Ohio, he joined the SIU in 1948 in the port of Mobile, Ala. During his

career, he sailed in the engine department and was active in union organizing drives. Prior to his retirement in March 1981, he worked aboard the *Portland*, a Sea-Land Service vessel. Brother McVay made his home in Seattle.

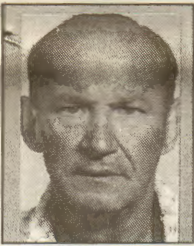
JOHN NIEMIERA



Pensioner John Niemiera, 73, passed away May 16. Born in Maryland, he joined the Seafarers in 1946 in the port of Norfolk, Va. Brother

Niemiera sailed as a member of the steward department. A resident of Jacksonville, Fla., he began receiving his pension in August 1984. During World War II, he served in the U.S. Navy from 1943 to 1946.

JOHN H. PONSON



Pensioner John H. Ponson, 77, died May 31. Brother Ponson first sailed with the SIU in 1943 from the port of New Orleans. The Louisiana native worked in

the steward department as a chief cook. Prior to retiring in May 1984, he sailed aboard the *Del Norte*, operated by Delta Steamship Lines, Inc. Brother Ponson was a resident of Metairie, La.

JOHN C. REED JR.



Pensioner John C. Reed Jr., 79, passed away April 3. He started his career with the Seafarers in 1944 in the port of New York. Born in

Montana, he sailed in the steward department and upgraded his skills at the Seafarers Harry Lundeberg School, where he graduated from the steward recertification program in 1981. A resident of Des Moines, Iowa, Brother Reed began receiving his pension in November 1983.

JOHN T. STATHIS



Pensioner John T. Stathis, 72, passed away May 18. Born in California, he began his sailing career in the 1940s and joined the

Marine Cooks & Stewards (MC&S) in 1956 in the port of San Francisco. His first ship was the *Matsonia*. Brother Stathis came ashore in 1961 as a union representative and served as port agent in Portland, Ore. A resident of Carmichael, Calif., he began receiving his pension in February 1976.

FRANK RIDRIGS

Pensioner Frank Ridrigs, 73, died May 18. A native of Maryland, he graduated from the Andrew Furuseth Training School in 1962 and joined the SIU in the port of Baltimore. His first ship was the *Chilore*. Brother Ridrigs worked in the steward department. Prior to retiring in November 1993, he sailed aboard the *Global Mariner*, a Transoceanic Cable Ship Co. vessel. He was a resident of Baltimore.

RAMON L. VARGAS

Pensioner Ramon L. Vargas, 71, died May 15. Brother Vargas first sailed with the MC&S in 1952 aboard the *President Van Buren*, an American President Lines vessel. A native of Puerto Rico, he worked in the steward department. Prior to his retirement in February 1978, he sailed on the *Illinois*. Brother Vargas made his home in Brooklyn, N.Y.

ALFREDO C. VARONA



Pensioner Alfredo C. Varona, 64, passed away May 27. A native of the Philippines, he began his career with the

Seafarers in 1978 in the port of San Francisco. His first ship was the *Overseas Ulla*, operated by Maritime Overseas Corp. Brother Varona worked in the deck department, last sailing aboard the *Sea-Land Innovator*. A resident of San Francisco, he started receiving his pension in January 1998.

FRANK F. WALKER

Pensioner Frank F. Walker, 88, died April 12. Born in Montana, he started his career with the MC&S in 1941. He worked as a member of the steward department. Prior to his retirement in August 1973, he sailed aboard the *Mariposa*. Brother Walker made his home in Spokane, Wash.

ELSA R. WILSON

Pensioner Elsa R. Wilson, 88, passed away May 27. Sister Wilson joined the MC&S in 1967 in the port of San Francisco. Born in Germany, she sailed in the steward department and began receiving her pension in May 1977. She was a resident of Santa Cruz, Calif.

INLAND

ROBIE J. HALL

Pensioner Robie J. Hall, 85, died April 21. Born in Virginia, he began his SIU sailing career in 1968 in the port of Norfolk, Va. Boatman Hall worked as an engineer, last sailing aboard a Stuart Transportation Co. vessel. During the World War II years of 1942 to 1946, he served in the U.S. Navy. A resident of Heathsville, Va., he began receiving his pension in November 1978.

RICHARD K. MORRELLI

Richard K. Morrelli, 43, passed away April 6. Boatman Morrelli first sailed with the Seafarers in 1996. Born in California, he worked as a captain, last sailing aboard an American Workboats vessel. He was a resident of Kaneohe, Hawaii.

JAMES M. SAMUEL



Pensioner James M. Samuel, 87, died May 11. Born in Virginia, he began his sailing career in 1927, working for Gellenthin

Barge Lines and joined the SIU in 1960 in the port of Philadelphia. Boatman Samuel sailed as a captain. A resident of Paulsboro, N.J., he began receiving his pension in January 1964. He also was a veteran of World War II, having served in the U.S. Army from 1942 to 1945.

JOHN D. SPUUEHLER



Pensioner John D. Spuehler, 72, passed away May 30. He joined the Seafarers in 1974 in the port of Jacksonville, Fla. A native of New York, he

sailed in the deck department. Prior to his retirement in May 1989, Boatman Spuehler signed off a Crowley Towing and Transport Co. vessel. From 1944 to 1953, he served in the U.S. Navy. He made his home in Jacksonville.

GREAT LAKES

ROBERT E. CROTTY

Pensioner Robert E. Crotty, 72, died April 15. Brother Crotty first sailed with the SIU in 1947. Born in Texas, he worked in the deck department, last sailing as a captain. During World War II, he served in the U.S. Marine Corps from 1943 to 1945. He was a resident of Chicago and started receiving his pension in December 1988.

HUSSEIN A. SAID

Pensioner Hussein A. Said, 59, passed away May 25. Born in Arabia, he joined the Seafarers in 1969 in the port of Detroit. He worked in the deck department and upgraded his skills at the Seafarers Harry Lundeberg School. Prior to his retirement in February 1997, he sailed aboard the *H. Lee White*, an American Steamship Co. vessel. Brother Said made his home in his native Yemen.

SALEH A. SALEH



Saleh A. Saleh, 49, passed away May 1. Born in Yemen, he joined the Seafarers in 1969 in the port of Detroit. Brother Saleh worked as a

member of the deck department, last sailing aboard the *St. Clair*, an American Steamship Co. vessel. He was a resident of Dearborn, Mich.

LEHAM J. TEEPLE

Pensioner Leham J. Teeple, 78, died January 5. A native of Michigan, he started his career with the SIU in 1961 working as a dredgeman aboard vessels operated by Dunbar and Sullivan. A resident of Bay Mills, Mich., Brother Teeple started receiving his pension in February 1982.

GORDON L. TRAINOR

Pensioner Gordon L. Trainor, 78, passed away April 16. Born in Canada, he joined the Seafarers in 1964 in the port of Frankfort, Mich. Brother Trainor sailed as a member of the deck department. During World War II, he served in the U.S. Air Force. He made his home in St. Ignace, Mich. and retired in April 1986.

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.

SEA-LAND PACIFIC (Sea-Land Service), March 20—Chairman **Lothar G. Reck**, Secretary **Lito G. Acosta**, Educational Director **Robert Mayer**. Chairman stated ship assisted Coast Guard in search of Cessna plane downed in ocean 345 miles northeast of Maui. He noted new TV in crew lounge and reminded everyone to rewind movies when through. Secretary encouraged crew members to upgrade at Paul Hall Center in Piney Point, Md., especially those without fire fighting endorsements. Treasurer announced \$150 in ship's fund to be used for barbecues. No beefs or disputed OT reported. Thanks given to steward department for great job. Next port: Oakland, Calif.

SEA-LAND KODIAK (Sea-Land Service), April 19—Chairman **Dan Fleeharty**, Secretary **Melvin E. Morgan**, Educational Director **Ronald Belcher**, Deck Delegate **R.J. O'Connell**, Engine Delegate **J. Haidir**, Steward Delegate **Thomas M. Curley**. Chairman announced payoff on arrival in Tacoma, Wash. He reminded crew members to separate plastic from trash in rooms and check with union rep before leaving. No beefs or disputed OT reported. Suggestion made and forwarded to contracts department to allow crew members to bring spouses on board.

SEA-LAND QUALITY (Sea-Land Service), April 18—Chairman **Gus Koutouros**, Secretary **Franklyn J. Cordero**, Educational Director **Brian J. Sengelaub**, Deck Delegate **Larry Garvin**, Engine Delegate **James E. Sieger**, Steward Delegate **Tracey Newsome**. Chairman announced new lounge chair, microwave oven and washing machine on order. Still need two gangway safety nets. He reminded crew to observe safety practices on deck, particularly when ship is working cargo. He also said to wear hard hat and reflection vest in terminal when not immediately going ashore. Educational director stressed importance of taking all medications and drinking plenty of fluids to remain healthy. No beefs or disputed OT reported. Next port: Elizabeth, N.J.

SEA-LAND VOYAGER (Sea-Land Service), April 21—Chairman **Jay C. Dillon**, Secretary **William J. Bunch**, Educational Director **DiMarko Shoulders**, Deck Delegate **George P. Barber**, Engine Delegate **Ahmed Alaidares**, Steward Delegate **Munasser T. Omer**. Chairman announced payoff on arrival in Long Beach, Calif. Crew laundry deck to be repaired there. Educational director suggested everyone keep up-to-date with all paperwork required for shipping: benzene card, STCW, TRB. No beefs or disputed OT. LOGs received in Yokohama, Japan. President's report from LOG and letter from VP Contracts Augie Tellez regarding days off read at shipboard meeting. Suggestion made and sent to contracts department to have fixed crew of stand-

bys for all departments waiting in Long Beach. Crew discussed possibility of getting shuttle bus in port of Pusan, South Korea to take mariners to gate. New VCR for crew lounge requested. Next ports: Long Beach and Panama.

USNS REGULUS (Bay Shipping Corp.), April 28—Chairman **Wilfredo C. Rice**, Secretary **Wayne Howard**, Educational Director **Marc Poniatowski**, Deck Delegate **Arthur Machado**, Engine Delegate **Allen J. Pettis**, Steward Delegate **Siu L. Chan**. Chairman reminded crew of no smoking rule on mess decks. He noted ship sailing to Hawaii in June. Upon return in July, it will dock in Violet, La. Educational director advised all members to attend upgrading classes at Paul Hall Center. No beefs or disputed OT reported. Request made and sent to contracts department to have spouses' prescriptions covered under health benefits. Vote of thanks given to all departments.

USNS YANO (Bay Shipping Corp.), April 25—Chairman **John Wolfe**, Secretary **Mohamed Abdelfattah**, Deck Delegate **Randy Powell**, Engine Delegate **Stephen R. Harrington**, Steward Delegate **John Nunez**. Chairman reported vessel in Persian Gulf for four months. He advised crew to drink lots of water and be careful when going ashore. He also reminded them of no smoking in cargo holds. Educational director suggested everyone upgrade skills at Piney Point. No beefs or disputed OT reported. Situation of expired stores to be looked into. Next port: Dubai, UAE.

CLEVELAND (Sealift), May 3—Chairman **Fareed A. Khan**, Secretary **Miguel E. Vinca**, Educational Director **Dennis Swords**, Deck Delegate **Robert Trahan**, Engine Delegate **Lenzy Barney Jr.**, Steward Delegate **Julio Arzu**. Chairman thanked everyone for doing good job, especially cleaning cargo holds. Secretary reminded those getting off to leave rooms tidy with clean linen, towels and bath soap. Educational director urged crew to take advantage of educational facilities at Piney Point. Treasurer announced \$60 in ship's fund. No beefs or disputed OT reported. Vote of thanks given to steward department for good meals and keeping ship clean. Next port: New Orleans, La.

LIBERTY STAR (Liberty Maritime), May 22—Chairman **Ramon Castro**, Secretary **Lee N. Frazier**, Deck Delegate **Willie Chestnutt**, Engine Delegate **Charles Earl Bibbs**, Steward Delegate **Joyce Bernardez**. Chairman stated all going well aboard *Liberty Star*. He said he was very happy to be part of such a good crew and hoped all would continue to work safely. Secretary announced payoff in New Orleans, La. May 17. Treasurer announced \$145 in ship's fund. He reminded crew members of importance of upgrading at Paul Hall Center and contributing to SPAD. Some disputed OT reported in deck depart-

ment. No beefs or OT reported by engine or steward delegates. Suggestion made and sent to contracts department of need for medical plan to issue ID cards. Vote of thanks to steward department for good service.

LNG ARIES (PRONAV), May 6—Chairman **Monte Pereira**, Secretary **Robert Brown**, Educational Director **Jose A. Quinones**, Deck Delegate **Angel L. Perez**, Engine Delegate **David Dinan**. Secretary reminded everyone to do jobs as usual and not pay attention to rumors about reflagging LNG ships. No final word announced. Educational director advised crew members to upgrade skills at Piney Point. Treasurer announced \$1,846 in ship's fund. Suggestion made to evenly split fund among all on board if and when vessel is reflagged. No beefs or disputed OT reported. Deck delegate Perez reminded ABs to keep taking on stores after docking until properly relieved. Message from VP Contracts Augie Tellez read at meeting concerning PRONAV reflagging situation. Crew told of recent changes made by PRONAV: no more Horizon air mail after July 1 and restriction of crew to direct flights to and from vessel. Vote of thanks given to steward department for putting on feast every night. Next port: Tobata, Japan.

OSPREY (Osprey-Acomarit Ship Management), May 20—Chairman **Robert M. Wiles**, Secretary **Michael A. Pooler**, Educational Director **Nicholas Vieira**, Deck Delegate **Robert E. Thompson III**, Engine Delegate **Antonio Simon**, Steward Delegate **Lawrence E. Winfield**. Chairman led discussion on need for STCW endorsements in order to sail after February 1, 2002. He reported to crew on NMU now being able to take advantage of training facilities at Piney Point and impressed upon everyone how important it is to bring all certifications up to date. Secretary has new movies, thanks to some crew members. Educational director echoed statements by chairman on need to continue upgrading skills. No beefs or disputed OT reported. Ship to lay up in Wilmington, N.C. for repairs. All hands will stay on board. New lines on bow and stern needed. Vote of thanks given to steward department. Next port: Baltimore.

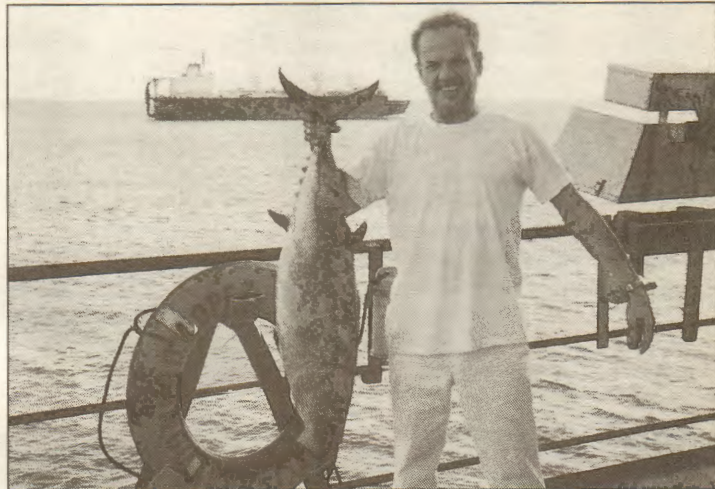
OVERSEAS OHIO (Alaska Tanker Co.), May 2—Chairman **Tim Koebel**, Secretary **Jeff Smith**, Educational Director **Byron Elliot**, Deck Delegate **Carl Sands**, Engine Delegate **Mike McNally**. Chairman reported on Tacoma port agent's visit to ship and held discussion on news regarding shipping arrangements with new company. Payoff announced for San Francisco at which time more information will be available about any contract changes, including company's low transportation rates. Educational director noted that with increased emphasis on training in tanker industry, crew members should enhance credentials by taking necessary upgrading courses offered at Paul Hall Center. No beefs or disputed OT reported. Suggestion made and forwarded to headquarters to have union lobbyists work with legislators to amend OPA '90 work-hour rules to say "no more than 15 hours a day" rather than "no more than 36 hours in a 72-hour period." Crew expressed gratitude to steward department for fine fare. Next port: El Segundo, Calif.

SEA-LAND ENTERPRISE (Sea-Land Service), May 26—Chairman **Hayden Gifford**, Secretary **Francesca Rose**,

Educational Director **Ray Chapman**, Deck Delegate **Manolo V. Delos Santos**, Engine Delegate **Robert Harder**. Chairman reminded crew members to be aware of and not forget to apply for additional benefit following completion of commitment. Secretary noted four new mattresses brought aboard this voyage. Four more will be ordered each time consumable stores are ordered until all crew members

aboard ship but also at home. Treasurer stated two new picnic tables now on board. No beefs or disputed OT reported. Bosun read letter from VP Contracts Augie Tellez in answer to previous question regarding pension plan. He also read article from LOG about money purchase pension plan. Suggestions forwarded to contracts department regarding reducing amount of time needed for retirement and extending vacation time.

Fresh Sashimi, Anyone?



Peter Schmitt, chief steward aboard the 1st Lt. **Baldomero Lopez** proudly shows off his latest catch. The 30-pound big-eye tuna was caught using live mackerel as bait, a heavy duty Penn Senator II reel and 100-pound test line. Schmitt says, "The fishing out here is the best I've ever seen." The *Lopez* is one of four AMSEA military prepositioned ships based in Saipan.

receive one. Educational director urged everyone to upgrade at Piney Point. No beefs or disputed OT reported. Steward department given vote of thanks for great food. Next port: Tacoma, Wash.

SEA-LAND EXPEDITION (Sea-Land Service), May 9—Chairman **Noberto Prats**, Secretary **Pedro Laboy**, Engine Delegate **Jorge E. Bermeo**, Steward Delegate **Fernando L. Vega**. Chairman advised SIU members to upgrade skills and get better jobs. Educational director agreed, telling crew to apply for courses needed to keep up with industry. No beefs or disputed OT reported. Special vote of thanks given to Steward Laboy for good job keeping crew happy and well fed. Next port: Elizabeth, N.J.

SEA-LAND HAWAII (Sea-Land Service), May 4—Chairman **Billy Hill**, Secretary **Norman Evans**, Educational Director **James Roberts**, Deck Delegate **Robert J. Milici**, Steward Delegate **Isaac Vega Mercado**. Chairman announced payoff on arrival in Elizabeth, N.J. Sanitary inspection went well and everything running smoothly. Crew members asked to return all movies before arrival in port. They also were encouraged to attend upgrading courses at Piney Point. No beefs or disputed OT. Suggestion made to ask contracts department to reduce number of days needed for retirement. Vote of thanks given to steward department for job well done.

SEA-LAND PRODUCER (Sea-Land Service), May 21—Chairman **Joel Lechel**, Secretary **David A. Cunningham**, Educational Director **Keith Jordan Sr.**, Deck Delegate **Danny Miller**, Engine Delegate **Victor Sapp**, Steward Delegate **Clifford Elliott**. Chairman announced payoff in Jacksonville, Fla. and thanked deck gang for hard work keeping ship looking its best. He wished everyone a safe vacation—and good sailing to departing apprentices. Educational director reminded crew about advantage of upgrading at Paul Hall Center, particularly when new fire fighting school opens. Fire can strike any time, any place, not only

Next ports: Jacksonville; San Juan, P.R.; and Hawaii.

SEA-LAND TRADER (Sea-Land Service), May 8—Chairman **Jerry Borucki**, Secretary **Kevin Dougherty**, Educational Director **Joe Holzinger**, Deck Delegate **Norm Taylor**, Engine Delegate **Eric L. Campbell**, Steward Delegate **Nathalie Norie**. Educational director spoke about taking advantage of many free educational opportunities available at Piney Point and chance to bring families there while upgrading. Some disputed OT reported in engine department; none in deck or steward departments. Bosun reviewed president's report from April LOG, including new cruise ship, Joseph Sacco Fire Fighting School and U.S.-built double-hulled tankers. Vote carried to reimburse crew member from ship's fund to cover cost of missing clothing from laundry room. Clarification requested on amount of taxes taken out of vacation check and why retirement pension has not been raised since 1987 to account for inflation. Chairman complimented steward department for keeping ship clean and serving very good meals and extra treats. Next ports: Tacoma, Wash.; Oakland, Calif.; and Honolulu, Hawaii.

SGT MATEJ KOCAK (Waterman Steamship), May 2—Chairman **Angelo Urti**, Secretary **Lonnie Gamble**, Educational Director **Jerald Graham**, Deck Delegate **Robert A. Hudus**, Engine Delegate **Robert C. Hines Jr.**, Steward Delegate **Clarence Robinson**. On behalf of captain, chairman thanked crew for patience. Ship went into yard in Newport News, Va., but shipyard workers went on strike so vessel sailed to Blount Island in Jacksonville, Fla. to get some work done. Vessel now returning to shipyard. Educational director noted that all eligible crew members should attend Paul Hall Center to upgrade. No beefs or disputed OT reported. Steward department thanked engine department for keeping everything running smoothly in galley and steward department, in turn, was thanked for job well done. Next port: Norfolk, Va.

Paul Hall Center Graduating Classes



Tankerman (PIC) Barge — With their instructor, Mitch Oakley (front right), boatmen who completed the tankerman (PIC) barge class on May 14 are (in no specific order) Elijah T. Collins, Curtis A. Hintze, Sterling J. Adams, Louis Perez Jr., Ted North, Floyd Ellis, Leo M. Venegas, William V. Hudgins Jr., Paul R. McCreed, Derek Ross, Samuel Scott, Bob Borcester, Michael Rosenthal, Stephen K. Thompson, Michael John White and James J. Boyce Sr.



Advanced Fire Fighting — Upgrading SIU members completing the advanced fire fighting course on May 21 are (from left, kneeling) William Bryan, Richard Buchanan, Fitzgerald Joseph, Vern Andrews, Ali Al-Kassemi, David MacCollister, Jonn Noel, (second row) Stormie Combs (instructor), Mathew Sandy, Charles Washington, Lawrence Griffiths, Gloria Detiege, Lothar Wick, Mary Ann Schade, Janusz Smolik, Curtis Jackson, Jamie Landeira, Roger Ollivierre, Roy Martinez, Nestor Ramirez and Robert Rogers.



Tanker Familiarization/Assistant Cargo (DL) — Receiving their certificates for completing the tanker familiarization/assistant DL course on May 28 are (from left, kneeling) Sean Cripps, David Gray, Rafael Clemente, Charles Hobbs, James Pierce, Gregorio Clotter, Wilfredo Acevedo, (second row) Jim Shaffer (instructor), William Thomas, Demetrius Simmons, Christopher Kicey, Patricia Geras, Raymond Oglesby, Edward Nelson, Wilfred Jones, William Sheehan and Clarence Fortt.



Water Survival — Practicing their water survival skills are (in left boat) Brett Parkins, Mitchell Gustafson Jr., Melvin Ratcliff, Mohamed Mosa, Tina Larson, Kris Anderson, Jess Chalker, Amin Ali, (middle boat) David Green, Kevin Johnson, Robert Parker, Tawnia Stucker, George Travis, George Kankam, Susais Ali, (right lifeboat) Sales Amed, Raheem Owens, Cas Garza, Ernie Evangelista, Wayne Abell, Rashad King and Angel Melendez.

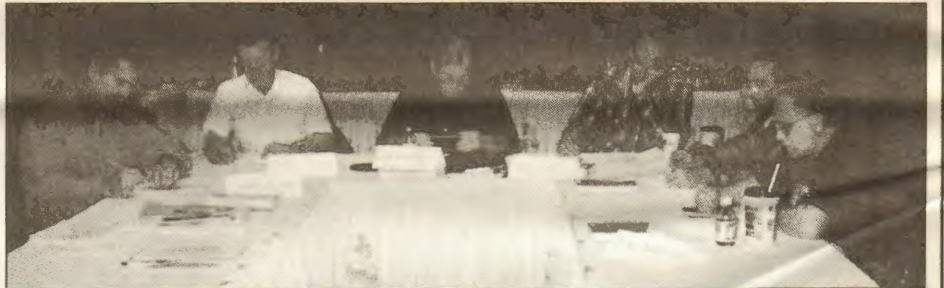
On-Site Training for Tankerman (PIC) Barge Course



Philadelphia, Pa., January 12-15 — Maritrans boatmen completing the tankerman (PIC) barge course include Sherrie Fuller, Jim Serrell, Anthony Mathews, Gregory Lynch, Michael MacNeil and James Rudin. Their instructor is Mitch Oakley.



Philadelphia, Pa., January 26-29 — More Maritrans boatmen completing this course in Philadelphia are John Peden, Melissa Terry, Aaron Findley, Jeffrey Hardy, William Taylor, Andrew Lyon, Luis Sosa, Bryan Kosegi, Lincoln Fraser, William White, Jerry Willis, William Eden, Phillip Yeomans and Kenneth Johnson (from Penn Maritime). Instructor Mitch Oakley is seated.



Lake Charles, La., February 16-19 — Boatmen working aboard Crowley equipment in Lake Charles who completed the on-site course include Howard Clark, Jerry Fontenot, Larry Gaston, William Travis, Frank Aronsen and Michael Sanchez.



Jacksonville, Fla., March 12-15 — Crowley boatmen completing this course in Jacksonville are Jonathan Smith, Willie Gardner, Ricardo Ilarrazo, Ed Burdorf, Peter Reid, Patrick Connors and their instructor, Mitch Oakley.



Government Vessels — Marking completion of the government vessels course on June 4 are (from left, kneeling) Daniel Buffington, Anthony Jordan, Joshua Davenport, Samuel McDaniel, Cole Bridwell, Joseph Sotelo, Christopher Ledlow, (second row) Mark Case (instructor), Tom Larusso, Hazel Galbiso, Clifton Doonis, Aaron Thomas, Nabil Ahmed, Christopher Barrow, Kwasi Manu, Timothy Bixby, Joel Encarnacion, Michael Snow and Tim Kager.

Paul Hall Center Graduating Classes



STCW Water Survival — Upgrading Seafarers who successfully completed the water survival class necessary for their STCW endorsements are (from left, kneeling) Hazel Galbiso, Tina Larson, Jason Bonefont, Lolita Thomas, Ali Al-Kassem, Ben Cusic (instructor); (second row) Bernie Hutchins, Wayne Abell, Curtis Isaac, Edward Nelson, Ruben Siclot, Sean Cripps, Jamahl Fadigo, (third row) Arnulfo Calderon, Basil Waldron, Louis Morris, Jay Linx, Eric Van Benthuyzen and Wilfred Jones.



Chief Cook — Completing one of the required modules in the chief cook course are (from left) Jonn Noel, Cleotilde Mejia, John Agugliaro, John Dobson (instructor), Dulip Sookhram, Bienvenido Pagan, Alba Ayala and Jasper Jackson.



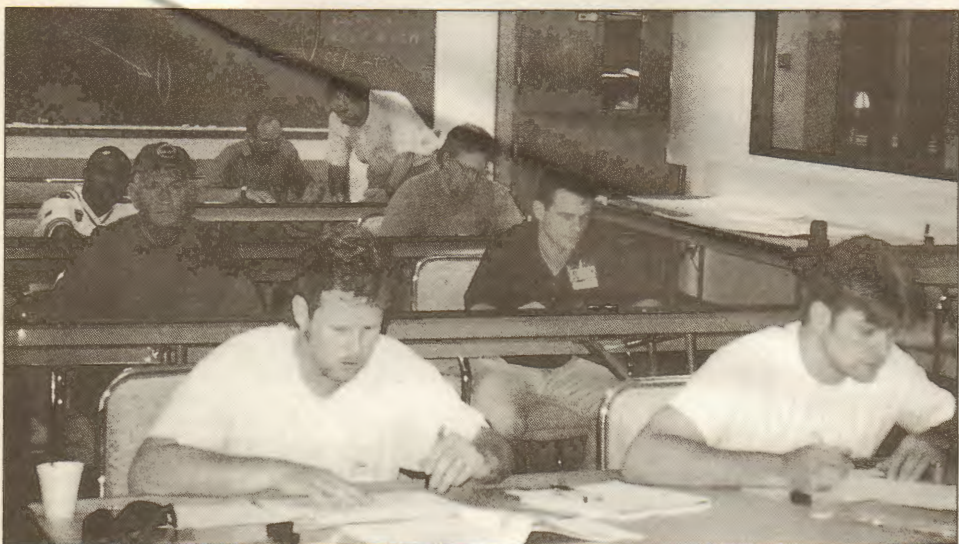
STCW Safety and Fire Fighting — Upgrading graduates of the STCW safety and fire fighting course are (from left) Stormie Combs (instructor), Arnulfo Calderon, Basil Waldron, Lolita Thomas, Eric Van Benthuyzen, Ruben Siclot, Bernie Hutchins, Curtis Isaac and Wayne Abell.



Galley Operations — Finishing one of the required two-week modules in the galley operations curriculum are (from left) Charles Washington, Janusz Smolik, Brenda Smith, Michael Watts, Saleh Ahmed, Mohamed Mosa, Raymond Brown Jr. and Ed White (instructor).



Tanker Familiarization/Assistant Cargo (DL) — Earning their graduation certificates for completion of the tanker familiarization/assistant cargo (DL) course on June 25 are (from left, first row) Monty Smith, Kwasi Manu, Anthony Simon, Admed Sharif, Roland Perreault, Michael Kennedy, (second row) Jim Shaffer (instructor), Kenneth Salgado, Victor Harvey, Edric Hernandez, Rachel Sanner, Jason Pratt, Ray Avie Jr., Adel Alameri, Bert Reynolds, Randy Ledesma, Shaib Juma, Dennis Wilson, (third row) Peter Czichomski, Melton Sam, John Barut, Billy Pinkston, Edward Devlin and Jerry Leonard.



Radar — With help from instructor Mike Smith (standing), students completing the radar class on June 18 are Samuel McGuire, Mathew Sandy, Jerome North, Horatiu Vintila, James Pierce, David Lupton and Raymond Fernandez.

FOWT — Earning their FOWT endorsements on June 11 are (from left, kneeling) George Murphy Jr., Luis Alvarez, Elaine Watts, Joey Canlas, Courtney Price, Adedeji Adegunwa, Ameen Fuller, Brad Neathery, Anthony Neathery, Lewis O'Neal, (second row) Mark Jones (instructor), Charles Valencia, Amido Sindac, Emmanuel Adeoti, Jose Liwag, Peter Poree Jr., James Van Dyke, Andre Terrell, Rohmy Butler, Hassan Mohamed, Christopher Sykes, Jaime Velasquez, (third row) Dean MacFarlane, Nigel Jefferson, Robert Rocanelli, Paul Maitoza, Gregory Vliek, Terrance Maxwell, Jonathan Ncuokeh and David Ayou.



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.)

Remember Voting Records When Electing Legislators

Peter Salvo wrote about the unfair treatment received by American merchant marine veterans of World War II [June 1999 Seafarers LOG]. The American merchant seaman has never received fair and equal treatment since 1775.

He wrote that Pennsylvania paid a \$500 bonus to each state

veteran after WWII. The great state of New York paid only \$250. WWII American merchant seamen were finally declared veterans in 1988, but they did not get full GI bill benefits. Those ended in 1965. What they did get was too little, too late. A few states, Louisiana for one, have given a one-time bonus.

For the past four years, I have worked tirelessly to obtain a \$250 recognition bonus for New York AMMV WWII survivors. Each year, the bill was introduced into both houses of the New York state legislature but died in committee. Last January, Senator Marchi and Assemblywoman Connelly introduced the bill again. New York state AMMV members wrote letters and made phone calls. We were assisted in

this effort by other maritime and veterans' organizations. Guess what? Once again, the bills died in committee.

Election time is around the corner. I hope that every merchant seaman, whether a veteran, retired, inactive or active, will inform legislators from coast to coast that regardless of political affiliation, we will vote only for those who support the cause of the American merchant seaman. In addition, I hope that merchant marine veterans from coast to coast will demand that every state award a one-time recognition bonus to those who served in WWII—now, in this lifetime!

Yes, we merchant marine veterans are still waiting, and unless we all stand together with firm determination, we shall continue to wait into eternity.

Gloria Flora Nicolich
PR Officer, American Merchant Marine Veterans
Brooklyn, N.Y.

Know Your Rights

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

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

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

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

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

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

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

carry out this responsibility.

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

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

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

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

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

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

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

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT PENSION PLAN

This is a summary of the annual report for the SIU Pacific District Pension Plan, EIN 94-6061923, Plan No. 001, for the year ended July 31, 1998. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided by the trust. Plan expenses were \$14,152,499. These expenses included \$929,782 in administrative expenses and \$13,222,717 in benefits paid to participants and beneficiaries. A total of 4,953 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$156,888,193 as of July 31, 1998, compared to \$154,916,757 as of August 1, 1997. During the plan year, the plan experienced an increase in its net assets of \$1,971,436. This increase includes unrealized appreciation or depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had a total income of \$16,123,935 including employer contributions of \$24,928, realized gains of \$1,795,754 from the sale of investments, earnings from investments of \$14,298,988 and other income of \$4,265.

Minimum Funding Standards

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

Your Rights to Additional Information

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

1. An independent auditor's report;
2. assets held for investment;
3. transactions in excess of 5 percent of plan assets; and
4. actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call the office of Chester Hazel, administrative manager, 522 Harrison Street, San Francisco, CA 94105-3104; telephone (415) 495-6882. The charge to cover copying costs will be \$3.00 for the full annual report, or 25 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan, 522 Harrison Street, San Francisco, CA 94105-3104 and at the U.S. Department of Labor (DOL) in Washington, D.C., or to obtain a copy from the DOL upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Pension and Welfare Benefits Administration, Department of Labor, 200 Constitution Avenue, Room N-5507, Washington, DC 20210.

SUMMARY ANNUAL REPORT FOR SIU PACIFIC DISTRICT SUPPLEMENTAL BENEFITS FUND, INC.

This is a summary of the annual report of the SIU Pacific District Supplemental Benefits Fund, Inc., E.I.N. 94-1431246, Plan No.501, for the year ended July 31, 1998. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

The Board of Trustees of the SIU Pacific District Supplemental Benefits Fund, Inc. has committed itself to pay all supplemental benefit claims incurred under the terms of the plan.

Basic Financial Statement

The value of plan assets, after subtracting liabilities of the plan, was \$3,143,615 as of July 31, 1998, compared to \$3,097,064 as of August 1, 1997. During the plan year, the plan experienced an increase in its net assets of \$46,551. During the plan year, the plan had a total income of \$6,092,305 including employer contributions of \$5,832,348, earnings from investments of \$188,316 and other income of \$71,641.

Plan expenses were \$6,045,754. These expenses included \$220,576 in administrative expenses and \$5,825,178 in benefits paid to participants.

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the office of Chester Hazel, 522 Harrison Street, San Francisco, CA 94105-3104; telephone (415) 495-6882. The charge to cover copying costs will be \$3.00 for the full annual report, or 25 cents per page for any part thereof.

You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a copy of the full annual report from the plan administrator, these two statements and accompanying notes will be included as part of that report. The charge to cover copying costs given above does not include a charge for the copying of these portions of the report because these portions are furnished without charge.

You also have the legally protected right to examine the annual report at the main office of the plan, 522 Harrison Street, San Francisco, CA 94105-3104, and at the U.S. Department of Labor (DOL) in Washington, D.C., or to obtain a copy from the DOL upon payment of copying costs. Requests to the Department should be addressed to: Public Disclosure Room, Pension and Welfare Benefits Administration, Department of Labor, 200 Constitution Avenue, Room N-55C7, Washington, DC 20210.

SEAFARERS PAUL HALL CENTER 1999 UPGRADING COURSE SCHEDULE

The following is the schedule for classes from August through the end of the year at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

Students attending any of these classes should check in the *Saturday before* their course's start date. The courses listed here will begin promptly on the morning of the start dates. *For classes ending on a Friday, departure reservations should be made for Saturday.*

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	September 20	October 29
Radar Observer/Unlimited	August 9 September 4	August 20 September 15
Radar Recertification (one day)	August 19 October 14	
Automatic Radar Plotting Aids (ARPA)	August 23 October 18	August 28 October 23

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	August 9 October 11	September 17 November 19
Marine Electrical Maintenance I	September 20	October 29
QMED	September 13	December 3
Power Plant Maintenance	September 27	November 5
Refrigeration Systems Maintenance	November 8	December 17

Steward Upgrading Courses

Course	Start Date
Galley Operations/ Advanced Galley Operations (Every week, starting Jan. 11)	August 2, 9, 16, 23, 30 September 6, 13, 20, 27 October 4, 11, 18, 25
Certified Chief Cook/ Chief Steward (Every other week, starting Jan. 11)	August 9, 23 September 6, 20 October 4, 18

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

Have you attended any SHLSS/PHC upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	August 23	October 4

Safety Specialty Courses

Course	Start Date	Date of Completion	
Tanker Familiarization/ Assistant Cargo (DL)	August 2	August 20	
	September 27	October 15	
	November 1	November 19	
Basic Firefighting	August 2	August 6	
	September 27	October 1	
	October 18	October 22	
	November 22	November 26	
Advanced Firefighting	August 2	August 13	
	September 13	September 24	
	November 8	November 19	
Government Vessels	August 16	September 3	
	September 6	September 24	
	September 27	October 15	
	November 1	November 19	
	November 8	November 26	
November 29	December 17		
	Lifeboatman/Water Survival	August 9	August 20
		September 6	September 17
		October 4	October 15
November 1		November 12	
November 29	December 10		
	STCW Basic Safety (refresher)	August 2	August 6
August 9		August 13	
August 30		September 3	
September 20		September 24	
September 27		October 1	
October 25		October 29	
November 1		November 5	
November 8		November 12	
November 22		November 26	
November 29		December 3	
December 13	December 17		

Academic Department Courses

General education and college courses are available as needed. In addition, basic vocational support program courses are offered throughout the year, one week prior to the AB, QMED, FOWT, Third Mate, Tanker Assistant and Water Survival courses. An introduction to computers course will be self-study.

With this application, COPIES of the following must be sent: One hundred and twenty (120) days seetime for the previous year, one day in the last six months prior to the date your class starts, USMMD (z-card) front and back, front page of your union book indicating your department and seniority, and qualifying seetime for the course if it is Coast Guard tested. All FOWT, AB and QMED applicants must submit a U.S. Coast Guard fee of \$135 with their application. The payment should be made with a money order only, payable to LMSS.

COURSE	BEGIN DATE	END DATE
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

RETURN COMPLETED APPLICATION TO: Paul Hall Center for Maritime Training and Education, Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075; or fax to (301) 994-2189.

The Seafarers Harry Lundeberg School of Seamanship at the Paul Hall Center for Maritime Training and Education is a private, non-profit, equal opportunity institution and admits students, who are otherwise qualified, of any race, nationality or sex. The school complies with applicable laws with regard to admission, access or treatment of students in its programs or activities.



SUMMARY ANNUAL REPORTS

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S-L Integrity Crew Enjoys Run to Northern Europe



AB Phillip A. Morris steers a straight course at sea.

There were no complaints when the *Sea-Land Integrity* paid off recently in Elizabeth, N.J.

There were, however, compliments given to the steward department for the outstanding job they performed and the delicious meals they prepared.

It was a good run to Rotterdam, the

Netherlands, for the crew members aboard the *Sea-Land* containership, and AB Pedro Lopez snapped these photos during the voyage.

The vessel will head south to Norfolk, Va. before crossing the Atlantic again and then return to Boston and Elizabeth to complete its monthly run.



All crew members on the *Sea-Land Integrity* agree that the steward department does an outstanding job. From the left are Chief Steward Stephanie Sizemore, Chief Cook Luis Ruiz and GU Kevin M. Brown.



DEU Ali S. Mohsin (left) and AB Pedro Lopez secure deck equipment.



Standing by at the gangway are ABs Earnest Oxendine (left) and Robert S. Vazquez.



Prior to docking, AB Nelson R. Rodriguez checks that the winch is working properly.



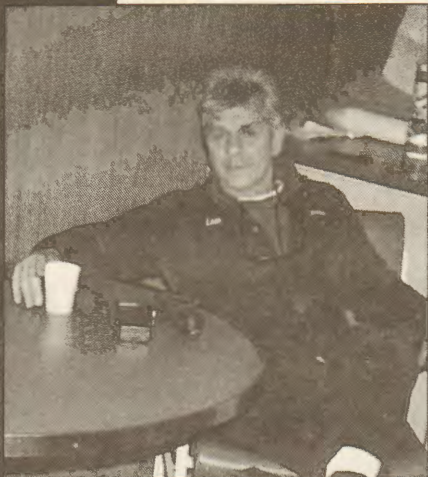
Chief Electrician Dennis R. Baker looks for some reading material aboard ship.



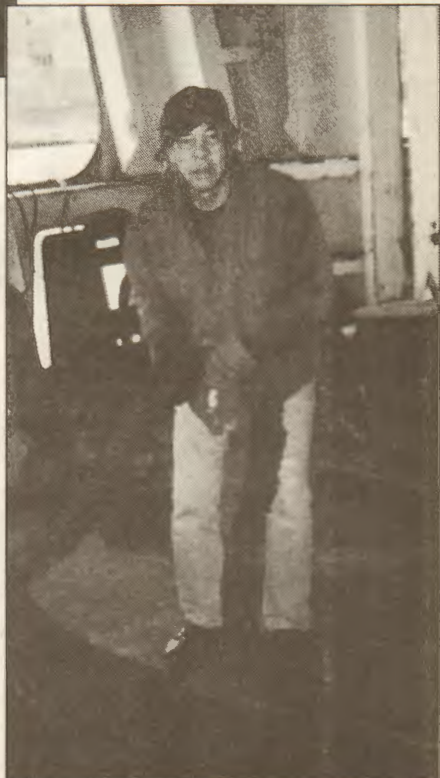
AB Robert S. Vazquez prepares a winch for docking in the port of Rotterdam.



AB Pedro Lopez puts on a brake to disengage the winch aboard the *Sea-Land Integrity*.



Taking a 15-minute coffee break aboard the *Sea-Land* containership is Bosun Leon



As the vessel approaches the port in Rotterdam, AB Earnest Oxendine prepares for docking.