



The

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Seafarers Log

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Maritime Day 1998

**D.C. Ceremonies Honor Merchant Mariners;
Speakers Cite Need to Maintain Strong Fleet**



The SIU took part in several Maritime Memorial Day ceremonies May 21 in Washington, D.C., including one at the U.S. Navy Memorial (pictured above) and another conducted by the U.S. Maritime Administration (below). Speakers representing maritime labor, shipping companies, government and the armed forces strongly echoed the belief that the best way to honor those mariners who sacrificed their lives in service to their country is by maintaining a powerful U.S.-flag presence on the high seas. Pictured below (from left) are speakers from the MarAd ceremony: Vice Admiral James B. Perkins, head of the Military Sealift Command; U.S. Transportation Secretary Rodney Slater; SIU President Michael Sacco; acting Maritime Administrator John Graykowski; and Sea-Land Vice President Peter Finnerty. Page 24.



Backing Fellow Trade Unionists



New York-area Seafarers recently rallied to support members of the Stage Employees Union Local 829. The Stage Employees, whose members include arena workers, is protesting the closing of the New York Coliseum. The building has been shut down since early January, while its sale is pending. Pictured above are AB Abdulla Saeed, Chief Cook Hector Gilbes, SA Gary Dottino, Bosun Jimmy Hassan, Recertified Steward Eddie Haber and Chief Cook Charlie DiCanio.

President's Report

Globally Active

Seafarers are politically active for one simple reason. We know that when it comes to protecting our interests and advancing our issues, we cannot rely on anyone else.



Michael Sacco

That same thinking applies to the SIU's activities at the international level.

For decades, but particularly in the 1990s, the union has been very involved in international forums that impact our industry. Through the International Labor Organization (ILO) and the International Maritime Organization (IMO) as well as the International Transport Workers' Federation (ITF), the SIU has fought for job security, safe working conditions, fair regulations and environmental protection for all the world's mariners.

I'll be the first to admit that it can become confusing. ILO, IMO, ITF. Throw in STCW and ISM, and it sounds like a bad can of alphabet soup.

But it is important for Seafarers to understand how these organizations and treaties affect their livelihoods. And it is vital that the SIU maintain a high profile on the international stage.

A recent example of this circumstance took place last month during a meeting of the IMO's Maritime Safety Committee in London. Prior to that conference, the SIU vigorously argued against the practice of solo bridge watch at night.

This issue affects the safety of everyone aboard ship. Our position is that solo watchkeeping is unsafe, unnecessary and unacceptable.

The U.S. Coast Guard agrees with that stance, and it successfully argued the case in London, where the SIU also was represented. In particular, Rear Admiral Robert North, speaking for the U.S. delegation, refused to back down in the face of vocal and emotional opposition from several other nations. He gave a clear presentation and battled for it, and the IMO, an agency of the United Nations, ruled in our favor.

Earlier this year, the SIU represented U.S. maritime labor at a joint ILO-IMO conference on minimum rest hours and maximum work hours. Around that same time, the ITF issued a report, details of which will appear in next month's issue of the *Seafarers LOG*, that supports many of our arguments regarding safe crewing requirements and regulations.

Similarly, the union has worked closely with the Coast Guard, the IMO and other nations in helping ensure timely, evenhanded implementation of the rules stemming from the 1995 amendments to the STCW convention. In fact, we've been there every step of the way, starting years before those revisions were ratified by the more than 100 nations who are signatories to the pact.

One tangible result of such participation is the Coast Guard-accepted training record book jointly developed last year by the union, the Paul Hall Center for Maritime Training and Education and a number of SIU-contracted companies. We took the lead in producing this document, which will aid individual mariners and ship operators alike in verifying their compliance to port state control officials around the world.

From reading the *LOG*, you also may be aware of our constant involvement in the ITF. A federation of more than 470 transport-related unions worldwide, the ITF is unsurpassed in the global fight against runaway-flag shipping. It is a difficult fight, and we have a long way to go. But the effort will be that much stronger because of the SIU's willingness to fight the scam and stand up for better shipboard living conditions and safety standards for all mariners.

In short, globalization is fairly new for many industries, but not ours. Shipping always has been the most international of trades.

I believe that, as in politics, standing idly on the sidelines of worldwide maritime forums means we'll be dealt out.

With that in mind, whenever we believe our livelihoods may be affected, the SIU will continue as a strong voice and an active presence—no matter where we have to go.

ITF Ship to Sail in July

Global Mariner Spotlights Campaign vs. Runaways

The International Transport Workers' Federation (ITF) next month will launch a refurbished general cargo ship to call attention to the organization's 50-year-old campaign against runaway-flag shipping.

The *Global Mariner* (formerly the *Lady Rebecca*), flagged to the United Kingdom, will sail to ports around the world for up to a year and a half. Its first stops are in Europe, with initial visits to the United States tentatively slated for this fall.

Recently refitted to house an exhibition that will be open to the general public while the ship is docked, the *Global Mariner* now includes new staircases and walkways. Built in 1979, the vessel "has been upgraded to the highest standards," the ITF said in announcing the exhibition.

Mark Dickinson, assistant general secretary of the ITF, stated that the *Global Mariner* "will throw a spotlight on the issue of globalization and spell out its adverse impacts to the wider public. For the first time the public will experience the true meaning of 'flags of convenience'—a ratcheting down of standards that must be stopped."

The SIU is one of the more than 470 transport-related unions around the world that comprise the London-based ITF. SIU Executive Vice President John Fay is chairman of the ITF's Seafarers Section, and the SIU also supports the runaway-flag campaign via its own inspectors.

Also known as flag-of-convenience shipping, the runaway-flag scam has resulted in human suffering, environmental damage and other problems while being characterized by "lies and hypocrisy," the ITF noted. Yet it continues because some shipowners can turn quick profits through the exploitation of crews and the shoddy maintenance of their vessels.

Earlier this year, ITF General Secretary David



The ITF has assumed the role of shipowner in its latest effort to publicize its campaign against runaway-flag shipping.

Cockroft noted that while the campaign includes many aspects, the immediate goal is "trying to raise the level of conditions in the industry. We believe seafarers deserve a good deal. We don't believe that shipowners should have the freedom to shop around the world, finding the cheapest labor they can possibly find, bringing it on board the ship, using it for a few months and then throwing it away when another nationality comes on the market that looks a little cheaper."

Similarly, the commonness of runaway-flag ships threatens the national security of traditional maritime nations because it dwindles their respective fleets, Cockroft explained. "National security is one reason, though not the only reason, to maintain a strong domestic fleet," he said. "You wouldn't accept (the runaway-flag scenario) if it were a bus operating in New York City. You wouldn't accept it if someone could hire Burmese to drive the buses, pay them what they were getting in Rangoon, let them drive around for eight months and then send them home."

Committee Selects 7 Scholarship Winners

The Seafarers Welfare Plan has announced this year's SIU scholarship recipients. Selected by a panel of professional educators last month were three Seafarers and four dependents of SIU members.

Cindy Marie Winter, who sails as a chief cook, was awarded a \$15,000 scholarship. She has been admitted to Century College in Minnesota as a student in their medical imaging program.

Two scholarships in the amount of \$6,000 each were awarded to deep sea members Keith Wayne Finnerty and Andre D. Carriere.

Finnerty, who already has earned his bachelor's degree from George Washington University, now plans to return to school for a master's degree and seek a career in the information systems industry. Carriere is in pursuit of his associate of arts degree in business administration as well as an associate of science degree in air conditioning and refrigeration.

Four graduating high school seniors were selected to receive this year's \$15,000, four-year scholarships for dependents of SIU members. They are Gerard Patrick Quinn, grandson of Recertified Bosun Peter Loik;



Members of the selection committee met in Boston last month to judge the scholarship applications received on the basis of scholastic ability, character, high school grades, college board exams, letters of recommendation and participation in extracurricular activities.

Gregory G. Rice, son of tugboat captain Henry R. Rice Jr.; Ivana Odak, daughter of inland member Dragi K. Odak; and Michelle C. Golla, daughter of deep sea member Gregory Keene.

This year's selection committee, as in the past, was appointed by the Board of Trustees of the Seafarers Welfare Plan.

The panel was comprised of the following scholars and academicians: Father David A. Boileau, Ph.D., Loyola University; Dr. Michael Glaser, St. Mary's College of Maryland; and Dr. Charles

D. O'Connell Jr., University of Chicago.

Also on the scholarship selection committee were Dr. Gayle A. Olson, University of New Orleans; Dr. Keith Schlender, Medical College of Ohio, and Dr. Henry Toutain of Gustavus Adolphus College in Minnesota. (Unable to attend the meeting in Boston was Dr. Trevor Carpenter, Charles County [Md.] Community College.)

For a more in-depth look at each of the scholarship winners, see page 9.

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Discusses Maritime With Senator



SIU President Michael Sacco (right) meets with U.S. Sen. Daniel Inouye (D-Hawaii) during the Propeller Club of the United States' annual Salute to Congress dinner, held in late April. The association recognized Inouye for his many years of support on Capitol Hill for the U.S.-flag merchant marine.

New Builds, Projected Growth Show Strong Market for U.S.-Flag Cruises

The SIU joined with other maritime-related unions, domestic shipbuilders, U.S.-flag maritime operators and a member of Congress to call for support of the U.S.-flag cruise ship industry before a hearing of the House Coast Guard and Maritime Transportation Subcommittee last month.

The hearing was summoned by Chairman Wayne Gilchrest (R-Md.) to see if any changes or amendments to the 1886 Passenger Vessel Services Act are needed.

The SIU, along with the others, informed the subcommittee of recent announcements to build two new U.S.-flag large cruise ships as well as up to five smaller coastal cruise vessels in domestic yards.

New Jobs

Terry Turner, the union's government affairs director, testified before the subcommittee, informing the elected officials that the nation's passenger cabotage law provides for the national defense, a tax-base, jobs for Americans and much more.

"We believe that the goal of increasing the U.S. coastwise passenger trade, with the laudable aim of bringing more economic benefits to American port cities, can be accomplished without wholly sacrificing other worthwhile goals and interests," Turner stated.

He pointed out projects—such as the ones recently announced by American Classic Voyages, which operates the SIU-crewed *SS Independence*, *Delta Queen*, *Mississippi Queen* and *American Queen*—will provide thousands of jobs for American workers in both the construction and sailing phases. He added that as the ships are being built, American yards will be able to take advantage of the latest construction techniques which then can be passed on to military vessels.

"The SIU respectfully urges Congress to devise a solution that promotes legitimate U.S.-flag interests while meeting the needs of U.S. port cities," Turner noted.

Fleet Expansion

More details on the prospective growth of the U.S.-flag passenger fleet were provided by the head of American Classic Voyages, Phil Calian.

He pointed out the program to build two new cruise ships for the Hawaiian trade would create "more

than 5,000 new U.S. jobs." While the ships are being built, a foreign-flag cruise ship will be reflagged with the Stars and Stripes, brought up to U.S. standards and sail with American crews. He said the interim ship could be on line as early as next year.

"The interim vessel will employ nearly 800 U.S. seafarers on board the vessel and hundreds of other shoreside workers. U.S. shipyards predict the need for approximately 2,500 new shipyard employees for the construction of the two new vessels, and an additional 2,000 seafarers will be needed to crew these new state-of-the-art cruise ships," Calian told the subcommittee.

"All of these jobs will generate income, as well as federal, state and local tax revenues—rippling throughout the economy."

Regarding the company's announcement earlier this year that it is going to build up to five coastal cruise vessels, Calian said that project is on target.

"The cabotage laws of the United States are the cornerstone of the U.S. maritime industry," he informed the elected officials.

Additional Benefits

Adding to Calian's remarks was retired Coast Guard Admiral William Kime, vice president for Totem Resources Corporation, which operates several SIU-crewed roll-on/roll-off ships on the West Coast.

He pointed out how foreign-flag companies have been taking advantage of sailing from U.S. ports, boarding primarily Americans as passengers. Yet these vessels "create no shipbuilding or seagoing jobs, collect no taxes and only swell our ever-growing trade deficit."

Kime listed several ways the country would benefit through a rebirth of the U.S.-flag passenger ship trade. Among the advantages would be

- "billions of dollars of construction and tens of millions of work-hours for U.S. shipyards, the construction industry and American corporations supplying the materials and parts for construction and outfitting;
- thousands of jobs at sea;
- generation of hundreds of millions of dollars annually in state and federal taxes;
- stimulation of hundreds of millions of dollars of econom-

ic activity annually from regular American-flag cruise service; and

- a positive contribution to our national balance of trade by garnering a portion of the billions of American passenger dollars currently paid to foreign-flag cruise lines."

The admiral then told the subcommittee, "America's shipyards, construction companies and marine suppliers are today preparing and equipping themselves to build passenger ships for American-flag operations."

Yards Are Ready

Supporting his remarks was Cynthia Brown, president of the American Shipbuilding Association, which represents major shipyards in the country.

She stated America's yards need the new commercial work to stay abreast of the latest shipbuilding technology that can be used in military vessels. This type of construction has waned in recent years.

"To this end, our industry has been investing in its facilities, technology and in our people to enhance our efficiencies and competitiveness in the construction of commercial ships. The market we are targeting first is the U.S. domestic coastwise trade for both passenger and cargo ships," Brown told the subcommittee.

U.S. Representative Gene Taylor (D-Miss.) reminded his fellow legislators how the foreign-flag cruise ship operators sailing out of ports in Florida, California and other locations use America's assistance without providing the funds to meet those expenses.

"When they need help, they don't call Panama," Taylor said. "And there is no Liberian Coast Guard."

"They call the U.S. Coast Guard and benefit from U.S. services while paying no taxes."



SIU Gov't. Affairs Director Terry Turner tells the House Coast Guard and Maritime Transportation Subcommittee the U.S.-flag cruise industry will be growing in the coming years.



Among those testifying before the subcommittee in support of the U.S.-flag cruise industry are (clockwise from top left) Rep. Gene Taylor (D-Miss.); Cynthia Brown, president of the American Shipbuilding Association; retired Coast Guard Adm. William Kime, vice president of Totem Resources Corp.; and Philip Calian, president and CEO of American Classic Voyage.

IMO: Stop Solo Bridge Watch Safety Committee's Ruling Backs U.S. Position

During a meeting last month of the International Maritime Organization's Maritime Safety Committee in London, the IMO called upon flag states to revoke or cancel authorizations permitting solo navigational watch at night.

The decision followed a lengthy and often contentious debate that pitted the United States, France and their many allies on this issue against Denmark, Germany, the Netherlands, Sweden and Vanuatu.

Consistent with the SIU's position, the U.S. delegation, represented by the Coast Guard, staunchly opposed solo navigational watch at night. They argued that solo bridge watch in periods of darkness is unsafe and violates existing regulations that call for continuous lookout. (See related article, page 4.)

A substantial majority of the Maritime Safety Committee agreed.

As permitted by the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping (STCW) for mariners, several countries have conducted years of trials involving solo bridge watch in periods of darkness. Such trials must adhere to IMO guidelines, which now have terminated the trials and call for revoking of any trial authorizations.

Continued authorizations based on trial results are permitted under STCW regulation 113—though

only until the committee decides whether to amend the STCW convention. This determination now has been made, and the position against solo navigational watch will be issued in an IMO circular.

Based on studies of the documentation of solo watch trials, the U.S. during the committee meeting (which took place May 11-20) recommended discontinuation of such experiments. It further advised that solo night watch not be included in any amendment to the updated STCW convention.

In a letter earlier this year to Coast Guard Rear Admiral Robert C. North, assistant commandant of marine safety and environmental protection, SIU President Michael Sacco reiterated the union's "total opposition to the operation of ships with the officer of the navigational watch acting as the sole lookout in periods of darkness. We believe that a solo bridge operation compromises safety at sea and, as such, it is an unacceptable and unnecessary measure."

In an executive summary of its findings, the Coast Guard argued that solo night watch violates existing regulations that call for a continuous lookout. The agency pointed out that trial results indicate periodic lapses—sometimes greater than 10 minutes—have occurred during navigational watches at night.



Listening to testimony on the nation's passenger cabotage law are (from left) House Coast Guard and Maritime Transportation Subcommittee Chairman Wayne Gilchrest (R-Md.) and Rep. Bob Clement (D-Tenn.).

Delta Queen Provides More Info on New Coastal Ships

The Delta Queen Steamboat Company—which operates the SIU-crewed *Delta Queen*, *Mississippi Queen* and *American Queen*—continues to release more information on the construction of up to five cruise vessels designed to sail along America's coastlines.

In April, the company announced its intention to construct the ships, each designed to carry 200 to 225 people along the Atlantic and Pacific coasts as well as some inland locations, as the *Seafarers LOG* reported in its May issue.

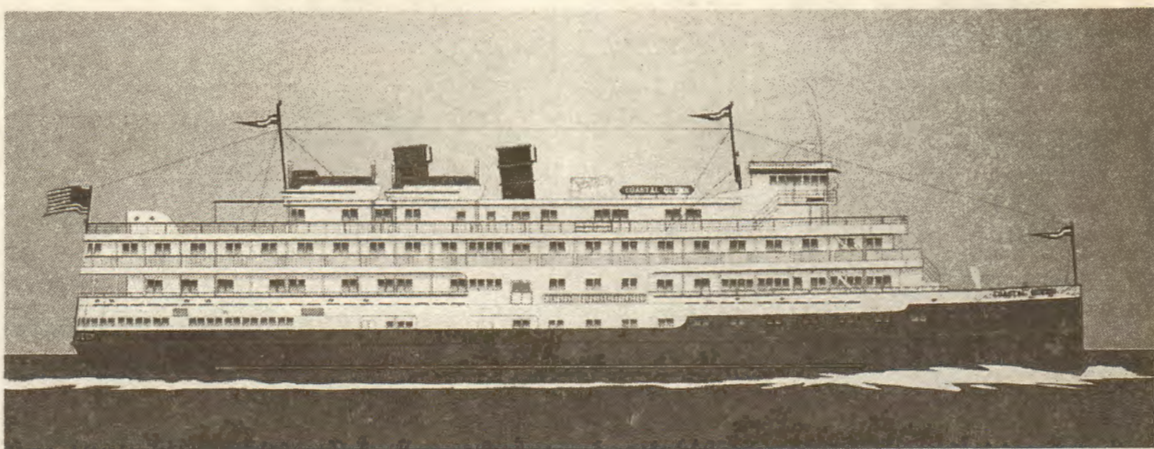
Last month, Delta Queen Company released an artist's rendition of the vessel design. The "Coastal Queen," as the concept has been called, will be 300 feet long. While featuring the latest in maritime and safety technology,

each vessel will adopt an architectural style resembling an 1910-era coastal steamer.

Designed to sail along the seaboard on each side of the country, the boats will be small enough to ply such rivers as the Columbia, Snake and Willamette in the Pacific Northwest.

Testifying before the House Coast Guard and Maritime Transportation Subcommittee in late April, Phil Calian—president and CEO of Delta Queen's parent company, American Classic Voyages—told the legislators the company's expansion plans were progressing well.

The three steamboats sailing under the Delta Queen banner ply the Mississippi River and its tributaries in the heartland of the country with stops in 16 states. With the additional vessels, the



Delta Queen will build the "Coastal Queen" series of vessels to resemble 1910-era coastal steamers. The first is expected to sail by the year 2000.

company would expand its itinerary to another 16 states. (American Classic Voyages operates the SIU-crewed *SS Independence* which sails around the

islands of Hawaii.)

The company has issued bids for the construction of the ships. It expects the first vessel to be ready to sail by the year 2000.

Building of each successive vessel will start when the previous one is launched. The company plans to have all five in service within seven to 10 years.

Sea Wolf Crew Honored for '97 Rescue

The SIU-crewed *Sea Wolf* recently received an award for its April 1997 rescue of six people stuck in a disabled sailboat off the coast of North Carolina.

Crowley American Transport, which operates the *Sea Wolf*, announced that the Women's Propeller Club of the United States presented the Mary Patten

Valiant Ship Award to Captain Gary deVries, who accepted it on behalf of the crew members and company.

"The award honors Captain deVries and the officers and crew for their unselfish act of bravery and seamanship," Crowley reported.

Last year, the U.S. Coast

Guard described the endeavor as "an extraordinary display of seamanship" and a "nearly impossible rescue." The *Sea Wolf* overcame 30-foot seas and 50-knot winds to save the individuals stranded aboard the 34-foot sloop about 280 miles southeast of Cape Hatteras.

The sailboat had been en route from Charleston, S.C. to its home port in Annapolis, Md. when a storm rendered it lame. The *Sea Wolf* was under way from Rio de Janeiro to Philadelphia before the Coast Guard diverted it to the rescue site.

Another merchant ship tried unsuccessfully to rescue the boaters before the *Sea Wolf* saved them. There were no serious injuries reported by the crews of the *Sea Wolf* and sailboat.

A full account of the rescue appears in the May 1997 issue of the *Seafarers LOG* and also is available on the SIU's web site, located at: <http://www.seafarers.org>.



Crew members aboard Crowley's *Sea Wolf* happily pose for a photo last year, shortly after they successfully rescued six boaters off the coast of North Carolina.

Pakpahan Released from Prison In Wake of Indonesian Uprising

Trade unionists around the world welcomed the news that imprisoned Indonesian labor leader Muchtar Pakpahan was released late last month.

Pakpahan and several colleagues who also are members of Indonesia's independent trade union federation were freed from Cipinang Prison in Jakarta on May 26. These actions followed the overthrow of the Suharto regime.

"Union members in America and everywhere are overjoyed that a long nightmare is ending for our courageous brother, Muchtar Pakpahan, and that he will soon be reunited with his family. His release is a signal that there is hope for democracy and freedom in Indonesia," stated AFL-CIO President John Sweeney.

"Mr. Pakpahan was arrested, falsely charged and imprisoned for championing the creation of a representative, independent and unified union movement for the workers of his country—a movement that is essential to reform of the Indonesian economy and political system," he added.

Pakpahan, chairman of Indonesia's All Prosperity Workers Union, spent two years in prison and faced a possible death sentence because of charges by the Suharto dictatorship described by the International Labor Organization as "unjustified and deriving from legitimate trade union activities."

The AFL-CIO, America's federation of trade unions (including the SIU), actively had campaigned for Pakpahan's release and recognized him with a human rights award last year.

MERPAC Studies STCW Assessment, Solo Bridge Watch

Editor's note: Father Sinclair Oubre, an SIU member who is a priest at St. James Catholic Church in Port Arthur, Texas, wrote the following article regarding a March meeting of the U.S. Coast Guard's Merchant Marine Personnel Advisory Committee, of which he is a member. The meeting took place in Washington, D.C.

Over a day-and-a-half, members of the Merchant Marine Personnel Advisory Committee (MERPAC) reviewed numerous issues including STCW implementation and a proposal by some countries to the International Maritime Organization to allow solo bridge watch during hours of darkness.

With full implementation of STCW around the corner, MERPAC members raised concerns that much work remains to develop methods for assessing the proficiency of mariners. For instance, during the last few years, the industry mainly has focused on the anticipated impact of the 1995 amendments to the STCW convention on U.S. mariners already at sea. However, in the next few years, those who enter the industry must comply with all of STCW's requirements, as there will be no "grandfathering."

The new requirements say a mariner must demonstrate proficiency in performing a specific task. His or her performance would be evaluated by a certified, trained assessor who would determine if the seafarer properly demonstrated the specific skill.

In order to carry out this process, standards for assessors, certification of assessors and methods of testing proficiency must be developed so that the U.S. will be compliant with STCW—and so the mariner will have a definite measurement by which to be judged, regardless of the location for assessment or the assessor.

To assist the Coast Guard in developing model performance measures for proper assessment of proficiency, MERPAC established a special task group headed by Bill Eglinton, director of vocational education at the Paul Hall Center's Lundberg School of Seamanship. During the next few months this task force will work with the maritime training centers and other interested persons to formulate suggestions for the Coast Guard.

Solo Bridge Watch

A bad idea that seemingly wouldn't die was solo bridge

watch during hours of darkness. (See related story, page 3.) Championed by the Danes, the Germans and a handful of other maritime countries, it has been touted for the last few years as a means of either reducing crew sizes (the Danish position) or more effectively using the uncensured members of the crew as day workers (the German position).

A few years ago, in accordance with a proposed amend-

ment, the International Maritime Organization (IMO) allowed experimentation with the practice in specially designed ships. However, at the end of 1997, the IMO recommended an end to such experimentation.

Nevertheless, Germany, Denmark and a few other countries continued the trial runs.

At MERPAC'S fall 1997 meeting, U.S. Coast Guard Rear Admiral Robert C. North asked

Continued on page 7

Welcoming Maritime Officers from Singapore



Officials from the Singapore Maritime Officers' Union last month visited the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. With an eye toward ensuring their organization meets the many new training and certification requirements facing merchant mariners worldwide, they met with Paul Hall Center instructors and officials, examined various course curriculums, learned about the school's U.S. Coast Guard accepted training record book, and more. At left, SIU Headquarters Representative Carl Peth (right) reviews the center's system for electronically updating the TRBs.

Please be advised that SIU headquarters and all SIU hiring halls will be closed on Friday, July 3, 1998 for the Independence Day holiday (unless an emergency arises). Normal business hours will resume the following workday.*

** The hiring hall in Honolulu will be closed Monday, July 6 instead of Friday, July 3*

Clinton Taps Hart To Head MarAd

President Bill Clinton has nominated Clyde J. Hart to head the U.S. Maritime Administration.

Hart serves as the senior Democratic counsel for the Senate Surface Transportation and Merchant Marine Subcommittee. He will succeed retired U.S. Navy Vice Admiral Albert Herberger, who resigned as maritime administrator at the end of June 1997. Since that time, John Graykowski has served as the acting administrator.

The New Jersey native joined the subcommittee staff in 1994. During his

tenure on Capitol Hill, he worked on the Maritime Security Act of 1996 and the Intermodal Surface Transportation Efficiency Act (ISTEA), which is designed to smoothly link the nation's various transportation modes.

From 1980 to 1994, he held a variety of positions with the Interstate Commerce Commission, including counsel to Chairman Reese Taylor from 1983 to 1986. He earned a law degree from Catholic University and a master's degree from George Washington University.



Clyde Hart

The Senate Commerce, Science and Transportation Committee is expected to hold a confirmation hearing for Hart during the first week of June. If approved by the committee, his nomination would go to the full Senate for final approval.

General Robertson Takes U.S. TRANSCOM's Helm As General Kross Retires

General Charles T. Robertson, Jr. will succeed General Walter Kross as the commander in chief of the U.S. Transportation Command (TRANSCOM) and Air Mobility Command, Secretary of Defense William Cohen announced last month.

Earlier, Kross had announced he will retire September 1 at Scott Air Force Base in Illinois.

Robertson's career has featured various assignments, including duty as director of personnel plans at Air Force headquarters. A 1968 graduate of the Air Force Academy, he also served as an official for the joint chiefs of staff. His promotion to general coincides with the appointment to TRANSCOM.

Kross assumed the leadership of TRANSCOM in October 1996 when he succeeded General Robert Rutherford (who also retired). In that role, he has been a strong advocate of the U.S. merchant marine.

TRANSCOM oversees the worldwide movement of goods for the U.S. armed forces. Civilian-crewed U.S.-flag merchant ships and vessels of the Ready Reserve Force are among the modes of transportation available to the command.

America Needs an Effective Maritime Policy

The following is the "President's Message" as published in the May 1998 issue of *Sea Power* magazine, the official journal of the U.S. Navy League.

Jack M. Kennedy—the national president of the non-profit, civilian, educational organization located in Arlington, Va—calls for an all encompassing maritime policy to ensure America's security.

This is not the first time Kennedy has used his column to promote the U.S.-flag commercial fleet. In January, he wrote, "An economically competitive U.S.-flag merchant marine would pay immense dividends in terms of shipbuilding and seafaring jobs." The *Seafarers LOG* ran excerpts of his column in the March issue.

Kennedy's column is reprinted with permission from the U.S. Navy League.

The United States is the largest trading nation, by far, in all world history. Each and every year, hundreds of millions of tons of cargo enter and leave the United States—almost all of it by sea. And almost all of it carried by foreign-flag ships. U.S.-flag ships, according to data compiled by the Maritime Administration (MarAd), carry less than 4 percent of America's two-way foreign trade. And that translates directly into the payment of billions of dollars annually to foreign ship operators, a corresponding increase in the perennial U.S. balance-of-payments deficit, the loss to the U.S. treasury of additional billions in uncollected tax revenues, and the export of thousands of U.S. seafaring jobs.

This is a national disgrace! It also is economically indefensible and, from a national security point of view, dangerous in the extreme. Over the past two centuries, the U.S.-flag merchant marine has played an essential role in every foreign war in which American forces have been involved, but now may no longer be able to do so.

The Gulf War is the most recent example of the combat contributions made by the U.S.-flag fleet. During that brief, spectacular and highly successful conflict, ships (including a number of foreign-flag ships) operating under the jurisdiction of the Navy's Military Sealift Command

(MSC) carried literally millions of tons of cargo across an 8,700-mile oceanic lifeline to support U.S. and allied personnel stationed on the Saudi peninsula and in the ships offshore. Among the militarily essential cargo carried during this greatest sealift in history were thousands of tanks, armored personnel carriers, helicopters, bulldozers, cranes and other outsized equipment. All of the transport aircraft of all of the nation's armed services could have carried only a small fraction of that cargo during the same time frame—and the cost would have been exorbitant!

Sen. Chuck Hagel of Nebraska has stated that, because of the precipitous downsizing of the U.S. armed services in recent years, the United States could not today carry out another major military operation of the same scope and magnitude as the Gulf War. The same is true, only more so, of the unprecedented sealift effort made by the U.S.-flag fleet. Ten years ago, there were 366 ships in the active U.S.-flag fleet, according to MarAd. Today, there are fewer than 260, and there will be even fewer next year, and the year after, if Congress and the Executive Branch do not take the politically difficult but absolutely mandatory actions needed to keep the American merchant marine from vanishing into history.

That would be a calamity of the greatest magnitude—and unimaginably expensive in terms of dollars, jobs, national pride and, most important of all, national security. There is no other segment of the U.S. economy, and no other component of America's defense infrastructure, entrusted almost totally to the goodwill of other nations.

To put that statement in perspective, consider the national outcry that would result if, for strictly budgetary reasons, the Department of Defense were to use foreign carriers to meet all but 4 percent of its wartime airlift requirements. Of if, also for budgetary reasons, and with no quid pro quo required, the Department of Commerce permitted the virtually unlimited import into the United States of foreign-built automobiles, refrigerators, television sets and other manufactures.

But this is exactly what we are doing with our merchant marine:

not even selling, but giving, the franchise to foreign-flag ship operators who have no allegiance to the United States and who—this has been proven several times in recent years—might in times of conflict simply refuse to carry the weapons, fuel, ammunition and other supplies and equipment needed by U.S. forces in the combat zone.

What must be done to remedy this dangerous situation? Several things. The first is to provide the appropriations needed to fund the Maritime Security Program, which supports the bare minimum number of ships, and of American seafarers, that would be needed to sustain U.S. forces overseas during times of war or other international crises and periods of global instability. The second is to reject once and for all any changes to the Jones Act that would further weaken the U.S.-flag fleet. The third is to authorize a Charter and Build program that would permit, at reasonable cost, the building in U.S. yards of additional militarily useful ships that also could be

used to meet our defense sealift requirements.

These steps alone would strengthen the defense industrial base immensely, pay huge dividends by creating thousands, perhaps tens of thousands, of new American jobs, and ameliorate considerably our current dependence on foreign-flag shipping.

Nonetheless, they still would be only palliatives. What is needed most of all is not more lip service, not more half steps and short-term legislative tourniquets, but a true long-term national maritime policy that will: (1) postulate, by statute, that the maintenance of an internationally competitive U.S.-flag merchant marine is essential to national defense and to continued U.S. economic prosperity; and (2) assign, to the president and the Congress, joint responsibility for ensuring that the U.S.-flag merchant fleet is capable at all times of meeting all reasonably foreseeable defense sealift needs and of carrying an equitable share of the nation's two-way commercial

cargo. Here, a reasonable and easily achievable goal over the next 10 years would be to double, perhaps even triple, the U.S.-flag share of America's two-way cargo tonnage.

Let there be no mistake about it: The U.S.-flag merchant fleet is in *extremis*—capsized and in danger of sinking. Neither the legislative branch of government nor the executive branch has been able to save it. But maybe, just maybe, the American people, united and determined on this important national issue, will be able to do so.

It is appropriate in that context, I think, to close with a relevant quote from former Maritime Administrator Vice Adm. Albert J. Herberger, who, in comments prepared for his Paul Hall Memorial lecture last month, said that "This great nation must continue to be a 'maritime' power for our own interests [emphasis added]." He then asked this rhetorical but highly relevant question: "Can anyone imagine the world's only superpower and greatest trading nation without its own maritime industry?"

Jack M. Kennedy

Fate of Shipping Reform Bill Still Uncertain Amendment Would Extend Dates for WWII Veterans' Status

As the *Seafarers LOG* went to press, the House of Representatives had not taken action on a bill that would amend the Shipping Act of 1984 as well as extend the cutoff date for veterans' status for World War II merchant mariners.

News reports have speculated that the Ocean Shipping Reform Act—passed on April 21 by the Senate—also will pass in the House if it is subjected to a straight yes-or-no vote. If, however, the House Transportation and Infrastructure Committee or its Coast Guard and Maritime Transportation subcommittee conduct hearings on the measure for possible amendment, it appears very unlikely the bill will become law during this session of Congress.

A decision on whether to hold such hearings or send the legislation to the full House may come early this month, according to one published report.

In any case, this bill has been years in the making, dating to early 1994. Its proponents say that the measure primarily focuses on increasing contract flexibil-



Senate Majority Leader Trent Lott introduced the amendment to extend the cutoff date for WWII veterans' status from August 15, 1945 to December 31, 1946.

ity by allowing importers and exporters to ink confidential agreements with individual shipowners, instead of working through ocean shipping cartels (which jointly set rates).

The bill passed by the Senate also preserves the Federal Maritime Commission (FMC) as an independent agency, although it eliminates tariff-filing with the government, thereby allowing

importers and exporters to keep their contracts with ship operators confidential.

Prior versions of the legislation had called for eliminating the FMC or merging it with the Surface Transportation Board.

Similarly, the amendment to extend the cutoff date for veterans' status comprises language long fought for by merchant marine veterans groups. Recently, a spokesperson for the Merchant Mariners Fairness Committee, which for 10 years has worked to extend the cutoff date, expressed cautious optimism that the bill will become law.

Senate Majority Leader Trent Lott, a longtime supporter of the U.S. merchant marine, introduced the mariners' amendment, which would change the cutoff date from August 15, 1945 to December 31, 1946 (the date officially declared by President Harry Truman as the end of hostilities). The SIU advocates extending the cutoff date. At the end of May, a majority of House members were on record in support of the extension.

National Coalition Exposes Hazards of Oil Pipelines

Group Claims Maritime Hurt by Lack of Regulatory Enforcement

The companies operating oil pipelines across the country are taking away jobs from the maritime sector because they do not have to abide by the same environmental regulations faced by tanker and barge operators, stated the head of a national pipeline watchdog organization.

Speaking May 7 before the Washington, D.C. chapter of the Propeller Club, Bob Rackleff, president of the National Pipeline Reform Coalition, told the audience of maritime and government officials that the pipeline industry has been enjoying "the phony reputation for being the safest, least environmentally harmful mode of transporting oil" while spilling on average the equivalent of an *Exxon Valdez* disaster every year since 1970 in reported accidents.

He stated that since 1982, the amount of petroleum products moved by pipeline has increased from 46 percent to 61 percent, while the amount carried on tankers and barges has dropped from 51 percent to less than 35 percent.

Less Restrictive

Rackleff—whose group in-

cludes environmentalists, state and local governments, unions and maritime businesses—noted a major reason this has happened is the pipelines are taking advantage of a less restrictive atmosphere as compared to the maritime industry. One way he showed this is the fact that the U.S. Transportation Department's Office of Pipeline Safety (OPS) does not require that industry to report all spills.

"Unlike (U.S.) Coast Guard regulations that require marine carriers to report all leaks—beginning with a sheen on the water—OPS requires reporting of only those pipeline accidents that exceed 2,100 gallons," he said. "It doesn't require reports on smaller spills—or of spills of any size pipelines exempt from federal regulations. About a third of all pipelines are exempt."

As an example, Rackleff, who lives in Florida, talked about a pipeline that crosses the Everglades. Since 1974, that line has experienced 154 spills, totaling 160,000 gallons, as reported to the Coast Guard and Florida agencies. However, the OPS has

only one spill on its records, he stated.

Based on his review of records, Rackleff calculated a total of 301 million gallons of oil have leaked from pipelines between the years 1970 to 1997, which "comes to an annual average of almost 11 million gallons in those 28 years—or the equivalent of an *Exxon Valdez* every year—year after year."

He told the Propeller Club the OPS fields a staff of 40 inspectors to review and investigate the nation's 1.7 million miles of oil and natural gas pipelines, compared to the more than 42,000 uniformed and civilian personnel in the Coast Guard who help enforce maritime regulations.

"In fact, the OPS itself has no map of the oil pipeline system it's supposed to regulate because it has never required companies to submit these maps," he added.

Lack of Line Testing

"OPS regulations do not specify any periodic inspection by pressure testing, internal inspection devices, or any other means, except for visual surveillance of

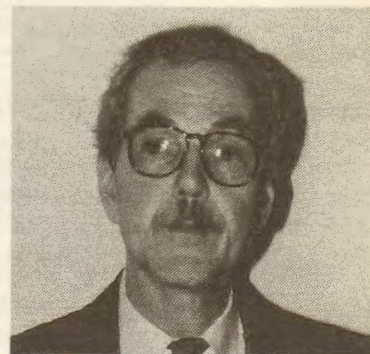
the right-of-way."

Rackleff then noted regulations require high-pressure water pipes to be thicker than those carrying oil.

While the Oil Pollution Act of 1990 (OPA '90), which was enacted after the 1989 accident of the *Exxon* tanker in Valdez, Alaska, mandated the use of double-hull tankers and other changes within the maritime industry, very few—if any—new regulations are implemented in the pipeline industry after spills, Rackleff reported.

"OPA '90 achieved its intended consequences—improving the environmental record of marine carriers. But by raising costs of marine carriers—and leaving pipeline companies untouched—it also achieved the unintended consequence of giving a far more environmentally hazardous industry an even greater competitive edge."

Rackleff told the audience the National Pipeline Reform Coalition intends to expand research and communications efforts to create a greater awareness of the environmental prob-



Bob Rackleff, president of the National Pipeline Reform Coalition, tells a Washington audience the maritime industry has a better safety record of moving oil than pipelines.

lems created by the pipeline industry. It will also work with local, state and federal authorities to adopt stricter regulations and enforcement procedures.

"In the case of the maritime industry, accomplishing regulatory parity of pipelines with other modes of transporting oil would help reach the overall goal of improved environmental protection—and the more immediate goal of a more level competitive playing field for marine carriers."

Alaska Apprentices Tout Training Program on TV

When prospective Seafarers enroll in the Paul Hall Center's unlicensed apprentice program, they are told to be prepared for most any challenge that could face them in their new career.

The curriculum includes work in all three departments, basic firefighting, life-saving techniques, vessel familiarization and other courses needed to be a merchant mariner.

However, two apprentices—both from Alaska—discovered they needed to develop their public relations skills when they received a special request from their congressman.

Ronald Holland of Fairbanks and Jesse Sharp from Willow became television stars last month when U.S. Representative Don Young (R-Alaska) invited the two as well as Anchorage SIU Port Representative Harold Holten and Apprentice Commandant Bob Day to appear on his public service show, "The

Alaska Report," which is broadcast throughout the state.

Neither apprentice figured they would receive such an assignment when they enrolled in the program.

"This was my first time on TV," Sharp said after the 30-minute taping which took place April 29 on Capitol Hill in Washington, D.C. "I was nervous at first, but then got excited."

Holland noted he had been on local television in post-game interviews after playing football, "but it was nothing like this. It went a lot faster than I thought it would."

The show was filmed in one take without commercial interruptions. Both apprentices praised Congressman Young for making them feel very much at ease.

In fact, Young is very familiar with the program at the Paul Hall Center. He is the only member of Congress to hold a merchant

mariner's license. Along with the state's two senators (Ted Stevens and Frank Murkowski), Young has been a major booster of the apprentice program for Alaskan residents. He devoted his entire show to encouraging other Alaskans to learn more about becoming an unlicensed apprentice.

Since last year when the Anchorage hall opened, the union has been working with the state's congressional delegation and governor, local government officials, SIU-contracted companies who sail into Alaska and others to recruit Alaskans to serve aboard U.S.-flag commercial vessels.

Sharp stated he learned of the program through a newsletter issued to constituents by Young.

"This has been a very successful effort," noted Holten. "We see an increasing number of people interested in this as the word gets out. Congressman Young's show will help this process even more."

Both Holland and Sharp came to the program with previous sea experience. Holland served in the U.S. Navy while Sharp was a commercial fisherman "looking for a new profession."

The unlicensed apprentice program is divided into three phases. The first, which lasts 12 weeks and takes place at the center in Piney Point, Md., combines classroom and hands-on training to offer basic seamanship and familiarization skills to the apprentice. Phase II sees the apprentice serving aboard U.S.-flag merchant vessels for a minimum of 90 days to learn about life at sea and work in the deck, engine and steward departments. The apprentice then returns to Piney Point for the final phase, which involves depart-

ment-specific training. Upon graduation, the Seafarer is shipped out to work as either an ordinary seaman, wiper or steward assistant.

Holland is in Phase III of his training. He plans to sail in the engine department with a goal of becoming a licensed engineer. He called his trial aboard the *Great Land* (operated by TOTE) "a great learning experience. It was a wonderful crew."

Sharp will be leaving the Paul Hall Center later this month to begin his Phase II studies.

Parent Thanks Congressman Young For Info on Apprentice Curriculum

The family of an SIU unlicensed apprentice felt so strongly about the program that they sent a letter to U.S. Representative Don Young (R-Alaska) thanking him for bringing it to their attention.

In a letter dated April 14, Rocky Latta—father of Apprentice Edan Latta—told the elected official how the program has helped his son.

Dear Representative Young:

I would like to take the opportunity to thank you for letting us know about the seamanship program through the Seafarers International Union. Last summer while reading your newsletter I noticed information on working in the merchant marine industry. My 21-year-old son was having difficulty finding a place for himself having dropped out of the University of Alaska at Anchorage on two occasions. I showed him the phone number from your newsletter at which time he contacted Harold Holten, a representative for the Seafarers International Union. Since then, it has been a real success story for my son. He has finally found something he really enjoys doing. He is confident, motivated and really feels great about himself.

Thanks again for the outstanding job you do as our representative. This serves as only a small example of how you help individual Alaskans help themselves. Additionally, please let Mr. Holten know of his fine efforts. This is a wonderful program which offers bountiful rewards to those willing to make the effort.

Sincerely,
Rocky Latta
Anchorage, AK

Edan Latta recently completed his Phase II training aboard TOTE's *Northern Lights*.

The unlicensed apprentice program is open to all men and women between the ages of 18 and 25. For more information on the program or to acquire an application, contact the nearest SIU hall or the admissions office of the Paul Hall Center at P.O. Box 75, Piney Point, MD 20674-0075. A list of halls is one page 16.



U.S. Rep. Don Young (right) talks about the SIU's unlicensed apprentice program with his guests on "The Alaska Report" television show. From the left are Unlicensed Apprentices Ronald Holland and Jesse Sharp, Apprentice Commandant Bob Day and Anchorage Port Representative Harold Holten.

San Jose Named Top Logistics Ship

The *USNS San Jose*, a vessel crewed by members of the SIU's Government Services Division, was recognized by the U.S. Navy's 7th Fleet as the ship that contributed the most to fleet material readiness among all its vessels in 1997.

The 7th Fleet's Logistics Excellence award was presented to the Military Sealift Command Pacific Fleet (MSCPAC) vessel on February 14, 1998.

"The 7th Fleet area of responsibility is one of the most complex, challenging and dynamic maritime environments in the world," noted Vice Adm. Robert J. Natter, USN, Commander, 7th Fleet, in announcing the honor. "Excelling in this arena reflects superior operational performance by all award winners and exceptional team and personal excellence."

In addition to logging 46,492 nautical miles in support of 5th and 7th Fleet units, the *San Jose* conducted 155 replenishment operations, including 89 vertical replenishments, 48 underway replenishments and 18 connected replenishments. Sometimes acting as a substitute oiler, it transferred 290,000 gallons of fuel to alongside customers and 2,952 tons of provisions.

In its primary resupply mission, the *San Jose's* transfer performance statistics are also staggering, having moved 586 pallets of general stores, 1,223 pallets of frozen cargo, 1,075 pallets of chilled

cargo, 1,476 pallets of dry cargo, 892 pallets of ship store stock, 863 pallets of fleet freight/mail—for a total of 6,115 pallets.

While the combat stores ship's reputation for customer service is unsurpassed, the vessel also was involved in a great humanitarian effort last December, helping make the Christmas holiday one that will not soon be forgotten by a few hundred residents of Guam who were hit by Super Typhoon Paka (see March 1998 *Seafarers LOG*).

The *San Jose* joined two other MSCPAC vessels, the *USNS Kilauea* and *USNS Niagara Falls*, in providing food, water, batteries, laundry facilities and supplies for several homeless shelters on the island as well as to the local U.S. Navy base. Unlicensed crew members aboard the *San Jose* spearheaded the idea to host approximately 200 homeless people for a Christmas dinner and arranged for just about everything—from donations to pay for the food, to transportation to and from the ships, to making sure those needing an invitation got one.

The crew members then continued to assist in providing medical, utility, cleanup, transportation and food services on the tiny U.S. territory.

In whatever task the *San Jose* was called upon to do, it surpassed its goals. There is no doubt the combat stores ship earned its place at the top.

Training & Education Portend Strong Future For SIU, Bosun Says

Bosun Mike Davis recently contacted the *Seafarers LOG* with a greeting and a message for fellow SIU members regarding the future of the union.

"As long as the Seafarers International Union continues to supply quality men and women for these jobs, not only will we be the leader in the U.S. marine industry, but we also will be a force to be reckoned with worldwide," wrote the 18-year Seafarer.

Davis noted that while recently sailing aboard the oceanographic surveillance ship *USNS Littlehales*, he saw vivid examples of how "education, training and creating union awareness" are crucial to the smooth operation of any vessel. "The requirements and performance levels are very demanding" aboard oceanographic surveillance

ships, and crew members therefore must be thoroughly prepared, he stated.

The bosun concluded by urging all unrepresented mariners to secure union representation. Similarly, he encouraged mariners who have the benefit of a union contract to assist those unrepresented workers in gaining representation.

"Going non-union leads to lower wages and less or no bargaining power for all of us," he observed.



Ready to tackle the next assignment aboard the *USNS Littlehales* are Bosun Mike Davis, Captain Pete Wilisch, OS Bryan Gaddis, QMED John Valle, GVA Carlos Rodriguez, MDR Clyde Plunkett, AB Felix Suralta, Cook Rene Rodriguez, GVA Earl Thomas, GVA Paul Williams, Storekeeper Luis Burgos, AB Donald Hutchens, AB Joe D'Enrico and OS Glen Liddle.

Committee Reviews Solo Bridge Watch Issues

Continued from page 4

the committee to advise him on this issue. A special task force was established and examined this issue in early March.

Though the task force was made up of a cross-section of the industry, it unanimously agreed that solo bridge watch at night was a dangerous practice. As Captain Andy McGovern of the Sandy Hook Pilots remarked, "Why must technology replace the human in the system, while possibly only maintaining the same level of safety when technology along with better qualified human beings will increase safety?"

AB Oubre, the unlicensed deck department member of the committee, said, "In reading the reports that have been submitted supporting solo watchkeeping, the assumption is made that the AB makes no contribution to the safe operation of the vessel. Instead he is only two eyes, with no brain, who can be replaced by good radar. This neglects the real life activity of bridge watch. A good AB can cover for a bad mate, and a bad AB can cause the best mate to lose his or her license."

He also stressed the fact that the living environment on board ship has moral implications. "We are social beings. When a shipping company or an international organization allows ship crews to be reduced to the point that it is not possible to have social interaction, then when a seafarer signs articles he or she is being forced into solitary confinement

which is neither healthy nor respectful of the dignity of the human person."

The work group developed a list of concerns which was approved by the whole committee. These issues were relayed to Rear Admiral North, who cited them at last month's meeting of the IMO. The committee's final statement read: "MERPAC believes that the concept and practice of solo watchkeeping during periods of darkness is inconsistent with the International Maritime Organization's role of improving safety and the protection of life, property and the environment. After reviewing documents submitted to MSC 69, MERPAC is convinced Integrated Bridge Systems (IBS) require special procedures, training and watchkeeping arrangements but do not eliminate the need for a separate designated lookout in periods of darkness."

The next MERPAC meeting is scheduled for September 2-3 in Washington, D.C. Topping the agenda will be a five-year plan for the future of the Coast Guard and further developments in the agency's plans to overhaul the licensing and documenting processes. Both of these topics will have a tremendous impact on the individual merchant mariner.

If one would like to review the minutes of the most recent meeting or the agenda of the next MERPAC meeting, they are posted on the MERPAC web site at: <http://www.uscg.mil/hq/g-m/advisory/merpac/merpac.htm>.

Labor Briefs

UAW Local 1832 Rejects Peterbilt's Final Offer

Representing 1,230 workers at the Peterbilt truck assembly plant in Nashville, Tenn., UAW Local 1832 rejected the company's final contract offer and went on strike.

Key issues in the dispute are retirement security and health care. "Given Peterbilt's record profits and strong position in the heavy truck market, the company's numerous demands for health care takeaways are nothing less than a slap in the face," the UAW Local 1832 bargaining committee stated in their report to the membership.

The strike also halted a major construction project, as members of the United Steelworkers Union refused to cross the picket line. They removed their construction cranes and other equipment from the complex.

Questions Remain Regarding Chrysler-Daimler Merger

The merger of Chrysler Corp. and Germany's Daimler-Benz AG, formally announced last month, raises many questions for labor. However, UAW President Stephen P. Yokich and Vice President Jack Laskowski, who directs the union's National Chrysler Department, mostly see it as positive news for UAW-Chrysler workers.

"Although we are optimistic that the merger will strengthen Chrysler, enhance the job security of UAW-Chrysler workers and create jobs for younger workers, there are many questions that still need to be answered," Yokich said.

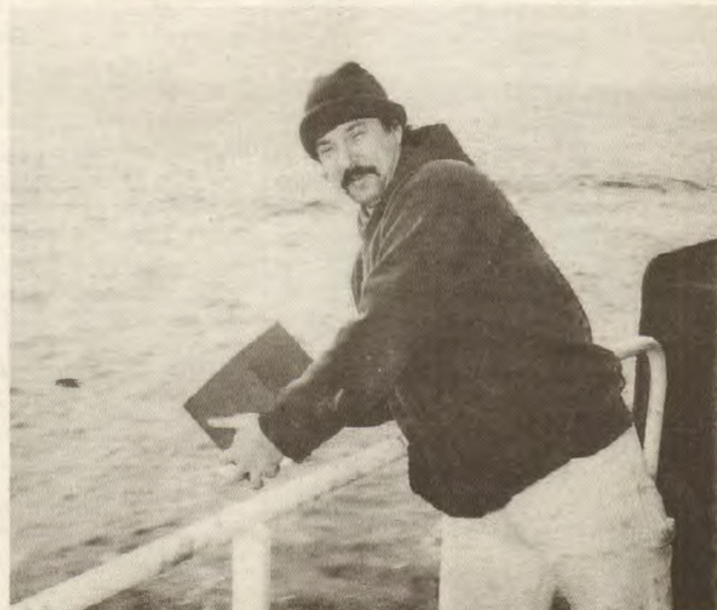
Under the deal, Daimler (which makes Mercedes-Benz luxury cars) will acquire the No. 3 U.S. automaker, Chrysler (which is best known for its Jeep Cherokees and Caravan mini-vans), for more than \$36 billion, with Daimler shareholders owning 57 percent of the new company—to be called DaimlerChrysler. It also would unite two of the world's largest labor unions—the Detroit-based United Auto Workers union and Germany's IG Metall—under the same corporate structure.

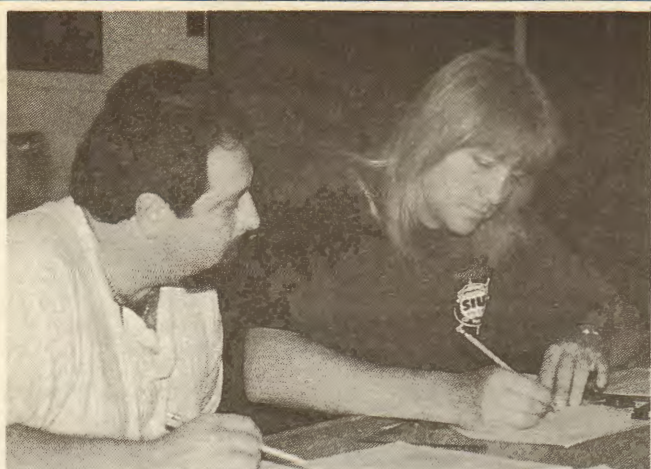
The merger still must be approved by the shareholders of both companies.

Sea-Land Crew Honors Brother Pedersen



Fulfilling the wishes of Brother Herman Pedersen and his family, SIU members aboard the *Sea-Land Defender* recently scattered the ashes of the late deck department member at sea. The ceremony took place March 29 near San Francisco. Brother Pedersen, whose obituary appeared in last month's issue of the *Seafarers LOG*, sailed with the union from 1944 to 1983. In photo above, Captain Vincent Platero and crew say a prayer for Brother Pedersen. Below, Bosun William Dean scatters the ashes at sea.





Boatmen Terry LeJeune (left) and Ryan Riggins work together on a plotting activity.



Hands-on training is a crucial part of many courses available at the Paul Hall Center's Lundeberg School. In two photos above, Seafarers perform practical fire training exercises designed to enhance safety aboard tugs and barges.



Moran Safety Training Is Expanded

22 Boatmen Complete In-Depth Course at Paul Hall Center

In a successful effort to more fully take advantage of the vocational schooling opportunities available at the Paul Hall Center for Maritime Training and Education, Moran Towing of Texas this year expanded its student base to include not only captains, but also engineers, tankermen, able seamen and licensed officers.

The center, located in Piney Point, Md., has provided specialized safety training for Moran boatmen for the past five years. Previously, only captains of the company's tugs were eligible to attend.

This year, 22 Seafarers employed by Moran completed the intensive, one-week course in late April. The class included hands-on exercises and classroom instruction.

"We covered the use of portable fire extinguishers and other firefighting topics, first aid and CPR, department-specific topics such as licensed radar renewal for deck officers and a rigorous EPA-certified refriger-

ants class for engineers," noted Casey Taylor, who along with Rick Redmond taught the class. "The whole group participated in vigorous dialogue covering basic accident awareness, fatigue issues and root cause investigation, voyage planning, substance abuse awareness, and union education."

Additionally, Moran company policy was addressed in detail and a new company newsletter was introduced.

"There's a tremendous amount of material to cover in one week, but all of it has value," observed Captain John Sanborn, who previously had upgraded at the center's Harry Lundeberg School of Seamanship. "Guys are clearly getting a lot out of the course. We belong here."

He added that participating in the class "definitely is worthwhile. We get to break down the new regulations and rules in black and white. And when we're reviewing fundamentals, I think the repetition helps. You can't have too much safety."

Captain Lou Barra also is a frequent upgrader at the Paul Hall Center. He commended Taylor and Redmond for helping him stay abreast of the many regulations faced by inland mariners.

"There's almost constant change in the requirements from the Coast Guard and the company, so this is a good review for me every year," Barra stated. "My main thing is keeping up with those requirements, doing what I'm supposed to be doing."

Completing the class along with Sanborn and Barra were fellow SIU boatmen Dennis

Johnston, John Sparks, Todd McDonough, Terry LeJeune, Mike Croft, Bernard Taheny, Bill Allbritten, William Honeycutt, Charles Nichols, Paul Joiner, Bill Palmer, Jim Moran, James Fleming, Wallace Ashwood, Lamar Nelms, Ryan Riggins, Darrell McIntyre, Eddie Kilbury, Larry Eaves and Igor Loch.



SIU boatmen employed by Moran Towing of Texas recently completed a rigorous one-week safety course at the Paul Hall Center for Maritime Training and Education. Pictured above are class members John Sanborn, Lou Barra, Dennis Johnston, John Sparks, Todd McDonough, Terry LeJeune, Mike Croft, Bernard Taheny, Bill Allbritten, William Honeycutt, Charles Nichols, Paul Joiner, Bill Palmer, Jim Moran, James Fleming, Wallace Ashwood, Lamar Nelms, Ryan Riggins, Darrell McIntyre, Eddie Kilbury, Larry Eaves and Igor Loch.

School Produces Shipboard Videos to Help Enable STCW Compliance

Films Promote Safety, Vessel Familiarization

It is a cliché that a picture is worth a thousand words, but that saying perhaps best captures the usefulness of a new series of unique shipboard familiarization and safety videotapes recently produced by the Paul Hall Center for Maritime Training and Education.

The center and its Lundeberg School of



Harry Gieske of the Paul Hall Center has worked with several SIU-contracted companies to produce shipboard familiarization and safety videotapes.

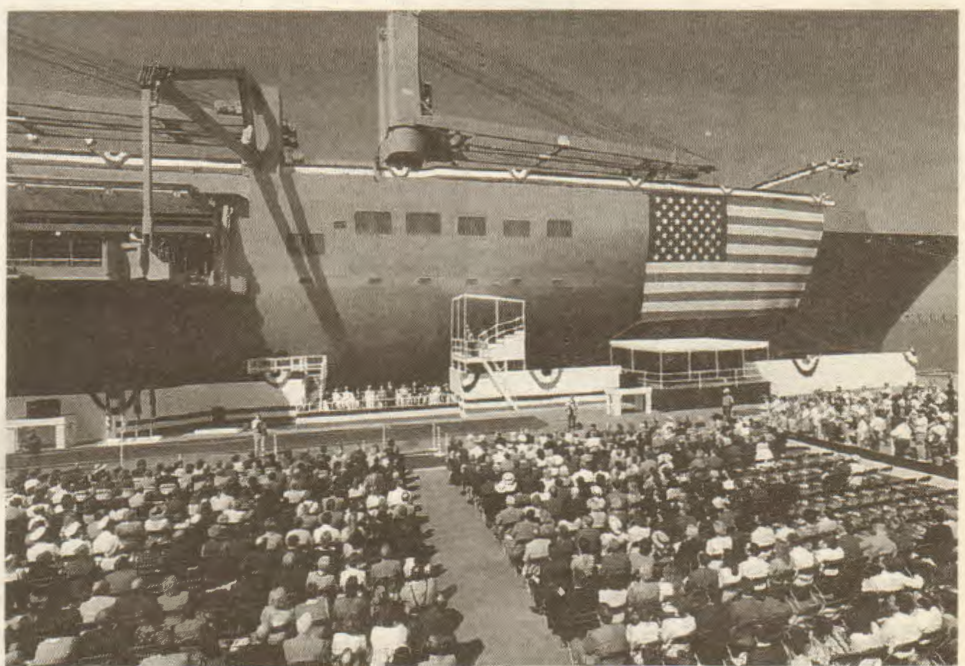
Seamanship has created such ship-specific videos for SIU-contracted Bay Ship Management and Crowley American Transport, with a tape also planned for Transoceanic Cable Ship Co. late last month.

"The impetus was to help companies meet the vessel familiarization requirements of STCW," noted J.C. Wiegman, assistant director of vocational education at the Paul Hall Center. "This also partly resulted from last year's deep sea advisory board meeting," an in-depth conference among representatives of the SIU, the school and union-contracted companies.

John Torgersen, director of quality and safety at Bay Ship, stated, "This works very well, and it's really good when a company and the union representing workers can get together and produce something that benefits both parties. We jointly came up with something that makes our ships safer and better."

The tapes average about 40 minutes in length, although they take approximately two days apiece to shoot and one to two weeks to finalize. Harry Gieske, head of the school's audio/visual department, does the camerawork and production, including narration, adding computer graphics and titles, and also completing scripts. Company representatives direct the filming on site.

"Our mission is to create video programs to familiarize new crew members with the layout, safety systems and operating procedures aboard a particular ship," explained Gieske, who has shot footage in Houston, New Orleans, Baltimore and Norfolk, Va.



The UNSN Gilliland is one of the SIU-crewed vessels for which the Paul Hall Center has produced a safety video.

Torgersen, whose company operates several vessels for the U.S. Military Sealift Command (MSC), said that Bay Ship also has used the tapes "to introduce crew members to the people of the company as well as the customer, which is MSC. Admiral (Jim) Perkins has a message on these tapes, which I believe reinforces the message of company and customer to the people on the ship.... We actually use the tapes in a lot of different ways and places than we imagined when we first made them."

Still, Wiegman believes the biggest benefit of the videos is that they're economical and effective. "It's all about ship-specific

training—where the fire stations are on that particular ship, where your lifeboat station is, et cetera," he observed. "Without the video, you'd need an instructor aboard every ship. This helps the company and the officers because they don't have to walk each individual around the vessel, yet questions still can be addressed."

Focusing on another aspect of adhering to the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for mariners, the school this summer plans to produce a videotape covering shipboard assessments.

Scholarships Awarded to 3 Seafarers, 4 Dependents

Hard work, initiative and determination paid off for three deep sea members and four dependent children of Seafarers and pensioners who last month received notification that they are the recipients of monetary awards totaling \$87,000 from the Seafarers Welfare Plan's scholarship program for 1998. They were selected by a panel of educators who thoroughly evaluated the applicants' forms, letters of recommendation, grades and extracurricular activities. (See story on page 2.)

What follows are brief descriptions of the backgrounds and goals of each of the college-bound students.

CINDY MARIE WINTER is the recipient of the \$15,000, four-year scholarship for an SIU member.

The 31-year-old deep sea member spent the first 20 years of her life in New Jersey. She graduated from Parsippany Hills High School in less than the usual four years and then relocated with her family to Florida, where she helped run a profitable restaurant and night club business.

During this time she became interested in the SIU. "I suspect I inherited some interest in seafaring from my grandfather who was a merchant mariner earlier in this century," she wrote in her application form.

Following her graduation from trainee class 506 in 1992, she began working aboard LNG tankers but kept returning to Piney Point to upgrade her skills, completing the assistant cook, cook and baker and certified chief cook courses as well as receiving her LNG and tanker operations endorsements.

During her six-year career as a Seafarer, Winter decided to pursue her formal education. She enrolled in Inver Hills Community College in Minnesota where she completed classes in chemistry, mathematics and English, receiving top grades in all. She then enrolled in biology, physics, philosophy and interpersonal speech communications, and has maintained an "A" average while tutoring other students in chemistry and mathematics.

Continued on page 14

At 35, **KEITH WAYNE FINNERTY** already has accomplished more than many people even dream of. And now the recipient of one of the two \$6,000 scholarships for Seafarers wants to return to school for a master's degree.

Immediately following his graduation from Patapsco High School in Patapsco, Md., Finnerty joined the U.S. Marine Corps. After completing boot camp and infantry training school he was transferred to Okinawa, Japan where he began his tour as a marine infantryman in the Fleet

Marine Force. His unit was often assigned to rotational marine amphibious unit duties, which allowed him to travel on U.S. Navy vessels. Here, he first experienced life aboard ship and learned the true meaning of teamwork.

Before leaving the Marines he often thought of what employment he could pursue. "The United States merchant marine and the Seafarers International Union," he decided, was the obvious choice—the very same career and union of his father.

When his active duty with the Marines ended in 1984, Finnerty was accepted into the trainee program. He learned fast and excelled in all he needed to know to start working at sea.

"I began my career at sea shortly after graduation and loved every moment of it," he wrote in his scholarship application. "I worked hard and saved any extra income as best I could for several years. I had yet another objective in mind—college."

Continued on page 14

The second \$6,000 award was presented to **ANDRE D. CARRIERE SR.** who graduated from Castlemont High School in Oakland, Calif. in 1980.

Like the other two Seafarers who were awarded scholarships, Carriere attended the Lundeborg School's trainee program. Since then, he has upgraded to FOWT and QMED and, in 1996, obtained his third engineer's license, sailing on approximately 30 different ships in the past 13 years.

In pursuit of his associate of arts degree in business administration, the 35-year-old Carriere plans to attend West Hills College in Lemoore, Calif. this fall. He also will attend the College of Sequoias to acquire an associate of science degree in air conditioning and refrigeration.

After completing his educational goals, the highly motivated Carriere intends to start his own business in the San Joaquin Valley in California.

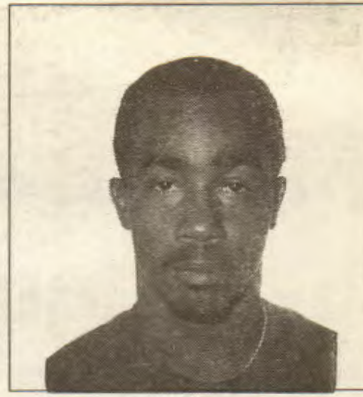
Carriere and his wife, Joyce, have three children. Since Joyce, who is in the U.S. Navy, is currently on sea duty aboard the aircraft carrier *USS Abraham Lincoln*, it is up to him to care for



Cindy Marie Winter
\$15,000



Keith Wayne Finnerty
\$6,000



Andre D. Carriere
\$6,000

the children (one daughter, age 8 and twin boys, age 2). He enjoys being a member of the Parent-Teachers Association and volunteering his time for his daughter's school activities.

"This scholarship," Carriere wrote in his application form, "will enable me to pursue some of my future educational goals, provide me with a vehicle to acquire the necessary skills to conduct a successful business and, overall, enrich the quality of living for my family and myself."

The following four dependents of SIU members or pensioners each received a four-year scholarship award in the amount of \$15,000 to pursue their studies.

GERARD P. QUINN, 17, would like to positively affect other people, to have an influence on someone else's life. That is the legacy left to him by his mother, a teacher, who died when he was in the eighth grade.

Following her death, his grandparents became his legal guardians. His grandfather, Recertified Bosun **Peter Loik**, joined the union in 1955 in Baltimore and retired in 1993 at the age of 66.

Quinn graduated from Loyola-Blakefield High School in Towson, Md. early this month. He did well in school, taking a number of advanced placement courses (literature, European history, government and politics and Spanish honors). He also served as vice president of the Spanish club; was a member of the Blakefield Players, a drama group; tutored underclassmen; worked for Habitat for Humanity; participated in a number of food drives, and was a member of the St. Vincent DePaul Society. After his junior year, the scholarship winner began working at a local golf and country club, serving food and tending to the needs of club members. After the summer season ended, he was the only summer employee kept on for the winter and then was promoted to assistant manager.

Quinn plans to attend Cornisius College in Buffalo, N.Y. in the fall, majoring in history/European studies with a minor in communications.

"My life has hardly been perfect," Quinn noted in his scholarship application form. Many

things, including his mother's death and his grandmother's bout with cancer, have, he believes, made him a stronger person. At first they got him down. Now he realizes that "if these events had not taken place, I would not be the person I am today. I am proud to be the person I am today."

GREGORY G. RICE, 18, has committed himself to a lifetime of learning. "Making the most of the lifetime learning experience is what I have made as my goal," he stated in his scholarship application form. He graduated from Pamlico County High School in Bayboro, N.C. earlier this month.

Rice is the son of Ruth T. and **Henry R. Rice Jr.** His mother is a teacher; his father is a tugboat captain who has been a member of the SIU since 1966.

Throughout his education, Rice has received a lot of support from his parents, other family members, church and school and has been motivated to excel in everything he does.

He began taking piano lessons at the age of 4 and continues those lessons today. Music has become a large part of his life. He has accompanied countless numbers of musical groups, filled in at his church, served as the Sunday school pianist, and accompanied his school's chorus.

Rice worked hard in school. And even taking the most challenging classes offered, including four advanced placement courses, his class rank has remained at number one throughout his high school career.

In addition to his heavy workload at school and his numerous awards and honors, Rice has worked for the Pamlico County Parks and Recreation Department. He also was repeatedly called on to fix computer problems throughout the school building and has been employed by the Pamlico County School system to set up computer hardware and install computer software. "The more time I spend with computers, the more interested I become with them," he said. He has his own Internet web page and has designed web pages for other people as well.

Continued on page 14

IVANA ODAK, 18, has aspirations of becoming a diplomat or a lawyer specializing

in international affairs.

She credits much of her love for learning to her two hard-working parents, who came to America from Croatia for greater opportunities. She is the daughter of Dragica and **Dragi K. Odak**. Her father, who joined the SIU in 1984, sails as a utility-man/cook in the inland division, most recently working aboard Crowley Marine Services boats.

Odak graduated from Mary Star of the Sea High School in San Pedro, Calif. last month—eighth out of a class of 75. She obtained many scholastic achievements, including the National Honor Society. She also received special recognition as the top junior in the Spanish program at her high school.

But what has shaped much of Odak's outlook on life is "the horrifying tragedy of war." The genocidal civil war in Croatia six years ago "exploded in our lives and changed us all." She did not know if her grandparents were alive, killed or tortured. Fortunately, it ended well for her family. Her grandparents managed to escape and came to live in America temporarily. (They have since returned to their rebuilt home on their farm in Croatia.)

"All these experiences, positive and negative, have helped me become a stronger person," Odak wrote in her application to the scholarship committee. "Those most trying experiences have not weakened me. Rather they have inspired me to want to do something good for this planet."

Continued on page 14

MICHELLE GOLLA knows that obstacles are always present in achieving one's goals—but that anything is possible.

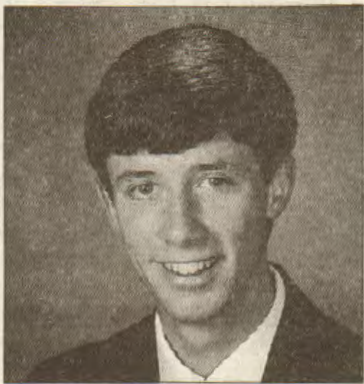
In her scholarship application form, the 17-year-old relates that in her village in the Philippines, her dream was of going to America where she could have an unlimited education. Her dream came true in 1990 when her parents, **Teresita and Gregory Keene**, moved to the States. Her father has been a deep sea member of the SIU since 1978.

The graduate of Mountlake Terrace (Wash.) High School hopes to become a doctor (dental or pediatrician). She knows that achieving this goal will take a lot of hard work, patience and dedi-

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Gerard Patrick Quinn
\$15,000



Gregory G. Rice
\$15,000

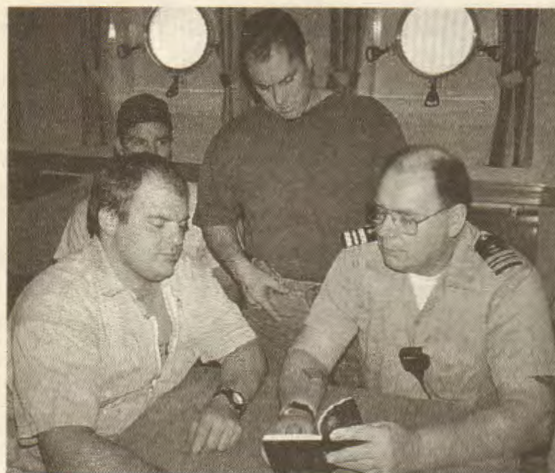


Ivana Odak
\$15,000



Michelle C. Golla
\$15,000

All Seafarers Must Have TRBs By August 1



Examining the training record book aboard the *Antares* are (clockwise, from front left) Bosun's Mate Thor Young, AB Thomas Moore, AB Dennis Danforth and First Officer Brian O'Hanlon.

WHEN: As of August 1, 1998, every Seafarer who sails deep sea, inland or Great Lakes should have a training record book (TRB).

WHAT: TRBs contain personal identification as well as list all relevant training, drills and exercises completed by individual Seafarers during their entire maritime career. It helps standardize proof of documentation for port state control under both the International Safety Management Code (ISM) and the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW).

WHY: The TRB is a member's personal property and is to be carried by the individual to his or her respective ships. The SIU is providing these books so members will not have to carry indi-

vidual documents, certificates and other paperwork when they report to their vessels.

HOW: TRBs are distributed via SIU halls and the Paul Hall Center to whichever port is designated by an individual Seafarer as his or her home port. Members will sign a receipt indicating they have received the booklet. Original TRBs are issued at **NO CHARGE** to members, although Seafarers applying for the booklets must send two color, passport-size photos with their applications. (There is a \$25 charge for replacement books if lost). All members who have not submitted an application should do so as soon as possible. (The application form at right may be cut out and used as an official application.)

The chart below indicates how the different sections of the TRB are used.

Training Record Book Application

Name _____
Date of Birth _____ Last _____ First _____ Middle _____ SSN _____
Home Phone Number _____
Address _____
Street _____

City _____ State _____ Zip Code _____
Height (inches) _____ Weight _____ Hair Color _____ Eye Color _____

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

Have you ever attended any SHLSS Upgrading Courses? ☐ Yes ☐ No

Book Number _____ Home Port _____ Department _____
(where you want book sent to)

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

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

Signature: _____ Date _____

Send application to:

SHLSS - ADMISSIONS

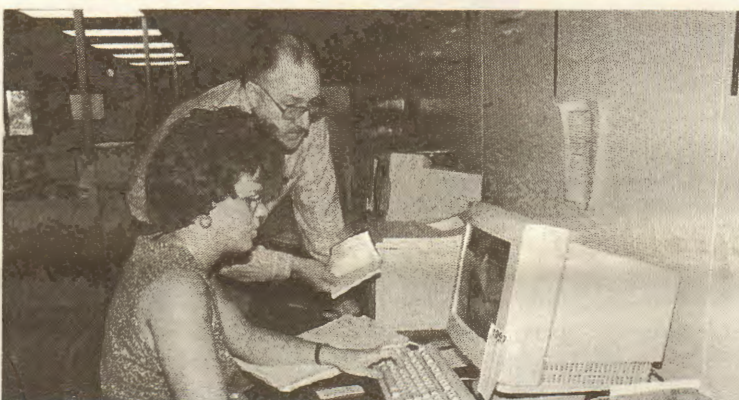
Attn: TRB

P.O. Box 75

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

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

6/98



In addition to jointly creating the training record book (TRB) in cooperation with the SIU and its contracted companies, the Paul Hall Center for Maritime Training and Education developed a database for recording members' training, which in turn is used to update their respective TRBs. Here, SIU Headquarters Representative Carl Peth and Paul Hall Center Admissions Director Priscilla Dement bring the database up to date.

Paul Hall Maritime Center Training Record Book

TRB SECTION	MEMBERS AFFECTED	PURPOSE OF ENTRIES
SECTION ONE: Training Record Pages	ALL MEMBERS (Deck, Engine and Steward Departments)	The Paul Hall Center has entered all training on record into these pages. Any future training received (shipboard, Paul Hall Center or other schools) will be put into the TRB by the instructor. Members receiving training (lectures, drills, exercises) must request either a certificate, letter or attendance roster in order to document this training at the Paul Hall Center. The Training Record Pages provide documented evidence of STCW Convention and ISM Code compliance, continuous revalidation of STCW Chapter VI training, receiving training for Coast Guard-approved programs and increasing professionalism.
SECTION TWO: Competency Tables for: Chapter V - Tankers (Oil, Chemical and Gas) and Passenger Ships Chapter VI - Basic SA	ALL MEMBERS (Deck, Engine and Steward Departments)	This section contains the 1995 amended STCW tables of minimum standards of competence for Chapter V: Special training requirements for personnel on certain types of ships and Chapter VI: Familiarization and Basic Safety Training. When members are observed correctly demonstrating any of the proficiencies (skills) listed in the first column (knowledge, understanding, proficiency), the designated instructor/examiner will sign off into the TRB. When all proficiencies are signed off, members will have documented evidence of having met these training requirements. Note: Chapter VI training must be revalidated every five (5) years. Now until August 1, 1998, any licensed officer can make these entries without having to meet certain other requirements.
SECTION THREE: Competency tables for certification as Third Mate and Third Engineer	DECK AND ENGINE DEPARTMENTS ONLY	This section contains the 1995 amended STCW tables of minimum standards or competence for those members seeking licenses for Third Mate, Master/Mate of 500/1600 gross tons - Ocean and Near Coastal Waters or Third Assistant Engineer. When Deck and Engine Department ratings are observed correctly demonstrating any of the proficiencies (skills) listed in the first column (knowledge, understanding, proficiency), the designated instructor/examiner will sign off into the TRB. Note: The Paul Hall Center has submitted for U.S. Coast Guard approval, several programs for meeting the new 1995 amended STCW Convention requirements. Until such approvals are granted, no entries are to be made into this section of the TRB. Members will be notified as to the approval date.
SECTION FOUR: Competency tables for certification as ABs, FOWTs and QMEDs (plus all the remaining competency tables for the STCW Convention)	DECK AND ENGINE DEPARTMENTS ONLY	This section contains the 1995 amended STCW tables of minimum standards of competence for Able-Bodied Seamen and FOWTs/QMEDs. When Deck and Engine Department entry-level personnel are observed correctly demonstrating any of the proficiencies (skills) listed in the first column (knowledge, understanding, proficiency), the designated instructor/examiner will sign off into the TRB. Note: The Paul Hall Center has submitted for U.S. Coast Guard approval, several programs for meeting the new 1995 amended STCW Convention requirements. Until such approvals are granted, no entries are to be made into this section of the TRB. Members will be notified as to the approval date. (The remaining tables in this section are <i>not</i> applicable to our members.)

Paul Hall Center Training Helps Apprentice Mohica Tackle Emergency at Sea

Captain, Company Praise Actions Aboard OMI Columbia

After completing phase one of the Paul Hall Center for Maritime Training and Education's unlicensed apprentice program earlier this year, **Brad Mohica** quickly put his schooling to good use.

While sailing aboard the *OMI Columbia* for phase two of the entry-level curriculum, Mohica provided much-needed medical help to an officer suffering from heart problems.

"Mr. Mohica's assistance during a recent medical emergency on board the vessel was invaluable. He is to be commended for his valiant and dauntless efforts," stated Melanie M. Seay, OMI's assistant manager of marine personnel, in a recent letter to the SIU.

Seay also forwarded a copy of Captain Burckhard V. Schultz's account of the situation, which follows.

"We recently had an incident where we had to medivac the chief engineer on board the *OMI Columbia* [due to] heart problems. Brad Mohica turned out to



Brad Mohica

be a most valuable asset to the vessel due to his [first aid and CPR] training.

"Things became very sticky for a couple of days as we were unable to rendezvous with the helicopters due to passing from one storm right into the next storm. Mr. Mohica's medical training became invaluable when vital signs were needed. He was nothing short of poetry in motion, with his professional expertise freeing myself and others to concentrate on the task of keeping the

ship out of harm's way....

"Brad's bedside manner also was commendable, since he kept the chief as calm and comfortable as was possible under very trying circumstances. In the three days that it took to have the patient taken off by helicopter, Brad was there whenever or wherever he was needed.

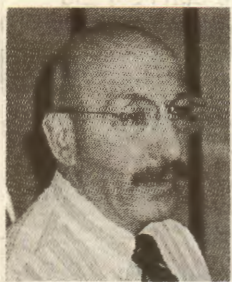
"His professionalism reflects on the SIU training program as a whole in continuously bringing a new breed of person into this industry. Hopefully, the [unlicensed apprentice] program will generate more people of Mr. Mohica's caliber to the deep sea fleet.

"On another note, two days after the medivac operation, the chief engineer had quadruple bypass surgery, just in the nick of time. He is recovering at home and should be back at work soon."

For more information on the unlicensed apprentice program, contact the Paul Hall Center's admissions office at (301) 994-0010.

Proper Hygiene, Sanitation Are Essential

3 Strains of Hepatitis = Serious Threats



Editor's note: The following article was written by Chef Allan Sherwin, director of culinary education at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. It is part of a series of columns intended to promote safety, efficiency and all-around good habits aboard ship.

Hepatitis A is a highly contagious disease that is caused by a virus and affects the liver. More than 130,000 people in the United States are infected with hepatitis A each year, and the risk especially is great for persons who travel extensively.

High-risk areas include Africa, Asia, the Mediterranean basin, eastern Europe, the Middle East, Central and South America, Mexico and the Caribbean.

Hepatitis A is spread through contaminated water and improper personal sanitation that is spread from hand to food to mouth. The most common cause is improper hand-washing after utilizing the restroom.

Symptoms of hepatitis A include fever, fatigue, stomach pain, jaundice (yellow coloring of skin and white of the eyes), and dark urine. Persons may experience all or none of these conditions, which typically last for about a month, then disappear, then start again.

Because hepatitis is a virus, like the common cold, there is no medication for treatment. The body must use its immune system to combat the disease.

Moreover, infected individuals may carry the disease without showing any symptoms.

Hepatitis B also is a virus that affects the liver and can survive for up to 10 days in dried blood, clothing and other surfaces. Incredibly, it is 100 times more contagious than HIV.

The virus is found in infected blood, semen and body secretions and fluids. It can be passed through sexual relations and needles.

As with hepatitis A, symptoms may be very

mild and can be carried to others without either party's knowledge. However, in some cases, the patient cannot walk and joints swell. Death can result from severe cases.

Short of a terminal condition, full recovery may take many months. The liver may suffer permanent damage, and risk of liver cancer and cirrhosis greatly are increased. Overall, more than 5,000 people in the U.S. die each year from hepatitis B-related diseases.

Hepatitis B is most likely to be passed through needles, cuts or exposures to bodily fluids, whereas the A strain primarily is passed through contaminated water, food or person-to-person via unclean personal hygiene. Cooking of foods can destroy the virus, but foods that are served uncooked (such as raw oysters, clams, fruits and vegetables that are in contact with contaminated water) are high-risk items.

Although there is no cure for hepatitis A or B, vaccinations are available and recommended by many health experts for protection against those strains. Please consult your doctor before taking such vaccinations, however.

Less common but also fatal to as many as 10,000 Americans each year, hepatitis C accounts for more than two-thirds of the nation's 5.2 million chronic hepatitis cases. The number of deaths caused by this strain is forecast to triple in the next 10 to 20 years.

Hepatitis C is caused by sharing of contaminated needles and contaminated blood transfusions and is sexually transmittable as well. Widespread drug use in the 1960s and 1970s commonly is blamed as the primary means of transmission.

There is no vaccine for this incurable strain, and the only effective treatments have been ribavirin and interferon.

Remarkably, hepatitis C often takes 20 years or longer to cause symptoms similar to the other strains of the disease.

All strains of hepatitis affect the liver, which detoxifies poisonous substances in the body, converts nutrients into usable forms, regulates energy and fat storage, metabolizes alcohol and controls hormone production.



Pictured in three photos above are many of the Crowley boatmen who recently completed the Paul Hall Center's eight-hour HAZWOPER refresher course in Long Beach, Calif.

Crowley Boatmen Ace Refresher Course

More than 50 SIU members sailing for Crowley Marine Services in Long Beach, Calif. recently completed an on-site course provided by the Paul Hall Center for Maritime Training and Education.

Instructor Mark Jones in late April took the center's eight-hour hazardous waste operations and emergency response (HAZWOPER) refresher class to the West Coast. "The training was well-received," he reported. "It was a wonderful demonstration of mutual cooperation among the union, the school and Crowley for the benefit of the boatmen."

Jones noted that in addition to teaching the class, he accepted an invitation to ride on Crowley's modern harbor tugs, which he described as "technologically advanced." He took notes and shot photographs which the Paul Hall Center will utilize in updating many of its curriculums.

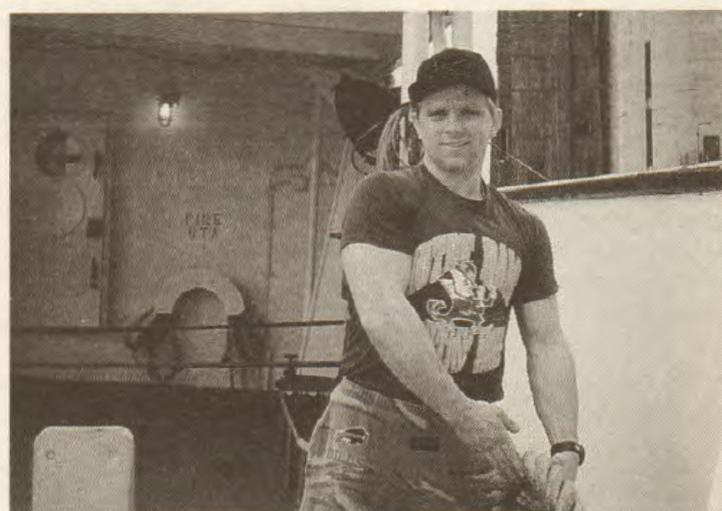
The following is a list of Crowley boatmen who completed the refresher course:

Captain Steve Warford, Captain Bert Thompson, AB Michael Restivo, Captain William Privette, Captain Jim Penny, AB Mike Privette, Engineer Jimmy Nguyen, AB John DiMeglio, Tankerman David Breuning, Engineer Albert Cvitanovich, Cook Larry Jamieson, Engine Utility David Walblom, Cook/Utility David Verschoor, Mate F.C. Mountford, Mate Richard Cavalier, Mate Rick Crowley and Mate Les Stravers.

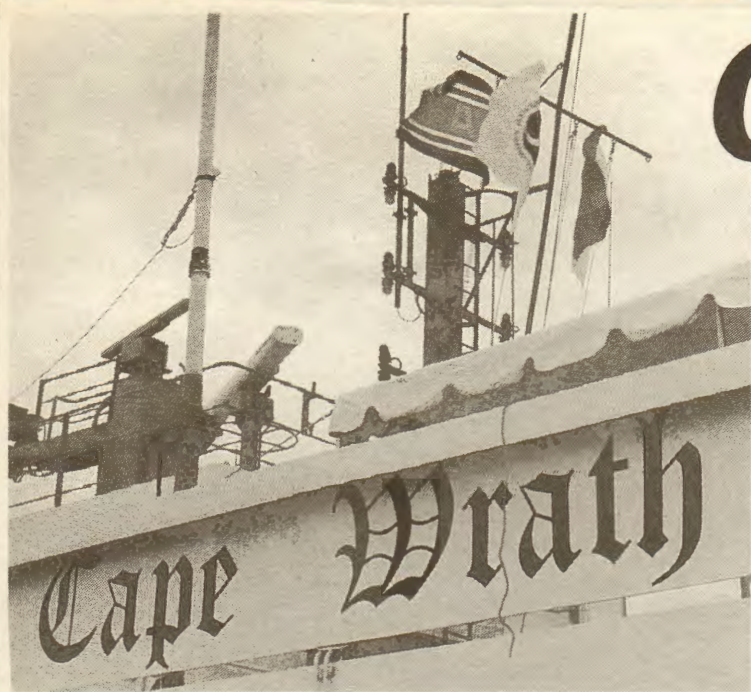
Also successfully finishing the class were Mate Ed Brady, Engineer James Gray, AB Mike Schmidt, AB Melvin DiBiasi, Engineer Tom Crowley, Captain George Esponge, Utility Dragi Odak, Captain John Rakyta, AB Chad MacCaulay, Mate John Zarroli, Engineer John Tipich and Tankerman Craig Melwing.

In addition, others concluding the training were Captain Scott Linsley, Captain Jimmy McNutt, Engine/Utility Deso Hrboka, Mate Michael Wilson, Engineer Hugh Wain, Engineer David Delbuono, Mate Gary Smith, AB Gregory Jarvis, Mate Wayne Berry, Deckhand George Cox, Deckhand Henry Scott, Utility Doug Colby, AB Barry Schuffels, Captain William Hunter, Mate Edward Brooks, Engineer Bob Bouton, Cook Thomas Humphry, Utility Mike Stravers, Captain Steve Province and Cook John Ivankovich.

Lakes Trades Muscle Their Way to Strong Start



AB Dave Millen, pictured aboard the *Kinsman Independent*, smiles at the prospect of another strong season on the Great Lakes. Through April, shipments of iron ore, coal and stone from U.S. and Canadian Great Lakes ports totaled 20.2 million tons, an increase of 27.3 percent for the same period in 1997.



Cape Wrath Joins in



Visitors aboard the *Cape Wrath* (left) got an excellent view of the start of the eighth leg of the Whitbread 'Round-the-World' yachting race (above).

Seafarers aboard the Ready Reserve Force (RRF) cargo ship *Cape Wrath* are always at the ready to provide emergency sealift support for U.S. military forces, but on Sunday, May 3, they provided aid of a different kind.

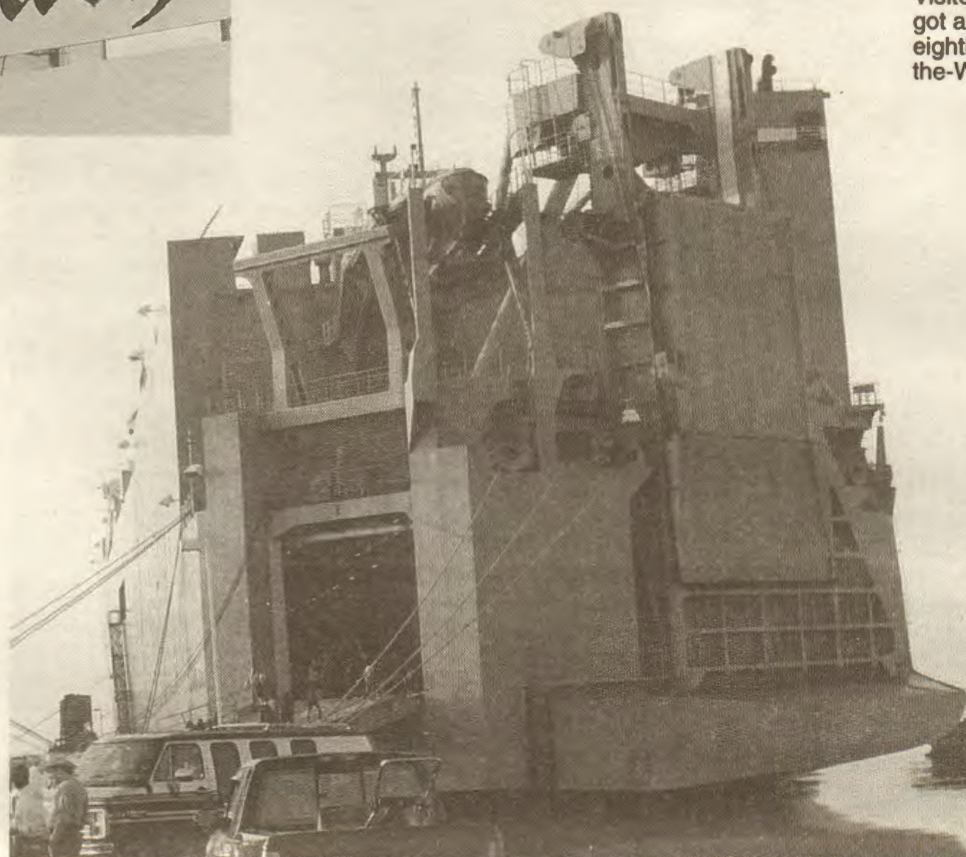
More than 200 elementary and middle school students from Baltimore, Annapolis and the Washington, D.C. area sailed aboard the 697-foot roll-on/roll-off (RO/RO) vessel and experienced a day at sea filled with both educational and recreational activities. The highlight of the day was watching the restart of the Whitbread 'Round-the-World' yachting race.

First run in 1973, the Whitbread is held every four years. It is a demanding nine-month race aboard 65-foot monohull racing machines that requires technology, endurance, weather strategy and meticulous preparation. After sailing seven legs of the race, the boats had been docked on the Annapolis waterfront for a week and were to begin their eighth leg of the trip—to La Rochelle, France, before returning to their starting point in Cowes, England. The students had been following *Chessie*, the first-ever Maryland entry in the grueling 32,000-mile competition.

"The Maritime Administration Whitbread Day" was hosted by the acting administrator of the Maritime Administration (MarAd) John E. Graykowski, through the Garrett A. Morgan Technology and Transportation Futures Program of the U.S. Department of Transportation. An invitation to several schools to attend the shipboard adventure was extended by the Whitbread Chesapeake Organization, a non-profit group responsible for race planning, organization and operation while the fleet is in the region.

The *Cape Wrath*, one of eight MarAd RRF ships stationed in Baltimore, left its berth and positioned itself about a mile below the (Chesapeake) Bay Bridge, a good vantage point for the students and other visitors to observe the parade of the nine racing yachts and then the restart of the race itself. It was joined by 5,000 other water craft, including the Liberty ship, *John L. Brown*, also berthed in Baltimore, and a fly-over salute by the supersonic Concorde.

Graykowski welcomed the students aboard the RRF ship and said he hoped they had a lot of fun as well as a great learning experience. Various activities were planned for the children throughout the day which were aimed at introducing them to the many different career opportunities available in the transportation industry.



The students were encouraged to talk to the crew members aboard the *Cape Wrath* and ask them about their jobs. Members from the U.S. Coast Guard assisted in the activities, speaking with students about on-the-water safety, route and position location.

The crew of 10 who remain aboard the *Cape Wrath* while in reserve status was augmented, mainly in the steward department, by many other Seafarers who came from all ports. There were hundreds of sandwiches to be made for lunch, and fruit, snacks and drinks were available throughout the day. Tents were erected for shelter from the rain or sun, tables and chairs were set up and rails were installed around areas which visitors were not to enter. Trash buckets had to be continuously emptied and people constantly needed directions as to how to get to various activities on the many decks on the ship.

QMED Carol Thifault, who has sailed with the SIU for almost nine years and who is one of the 10 crew members aboard the *Cape Wrath* while it is berthed in Baltimore, said it felt wonderful to be sailing again, even if just for the day.

The husband and wife team of Chief Steward **Robert Maiello** and Steward Assistant **Tracy Maiello** offered their services for the event. They traveled from North Carolina, where they work aboard the *Cape Lobos*. "It's great," said Tracy of the Whitbread outing. "We love to help out."

AB **Juan Salgado**, who flew from New Orleans to assist in the activities, enjoyed the part he played in making the day a memorable one for all the school-children.

The skies looked threatening in the morning when the *Cape Wrath* left the pier, but by afternoon, the sun was out, the water calm and it was a perfect day to watch a race.

Looking off the ship's starboard side at the *John L. Brown* at anchor, Recertified Steward **Ivan R. Salis** was pleased to see the Liberty ship still able to be a part of the fleet of spectator vessels.

Two hundred children plus parents, teachers, guests and members of the media are a lot of people to have aboard a ship, yet they all but got lost on the American Overseas Corp. vessel. The *Cape Wrath* is equipped with 13 decks (including six hoistable decks) and two angled stern ramps with the ability to carry all kinds of heavy rolling cargo. (It previously operated as a car carrier under foreign registry, at which time it could transport 6,000 cars to the U.S. from overseas.)

MarAd acquired the *Cape Wrath* in 1993 for its Ready Reserve Force (RRF) of 96 ships which are retained in reserve status for use by the Department of Defense in times of war or other emergencies. RO/RO ships like the *Cape Wrath* are ideal for transporting oversized military vehicles and other equipment that will not easily fit in commerce vessels.

From March 1994 until November 1996, the vessel participated in the United States Army's Interim Afloat Prepositioning Program, operating for 981 days and maintaining an overall readiness rate of 99.8 percent. But for this one day of sailing, it was preparedness of a different nature, and the crew of the *Cape Wrath* came through again with flying colors.

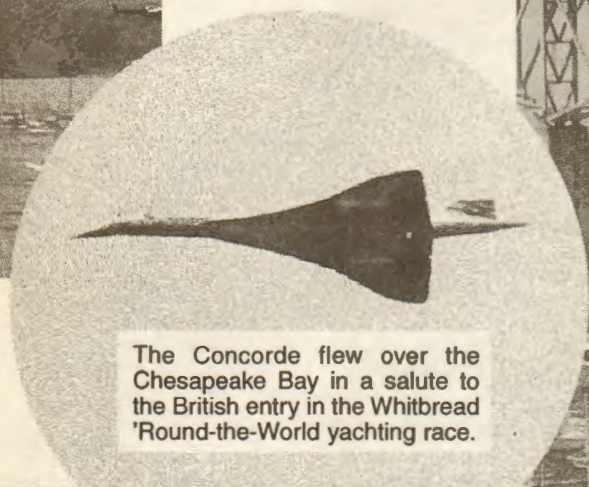


Whipping up a quick soup for the crew is Chief Cook Erik Loret.

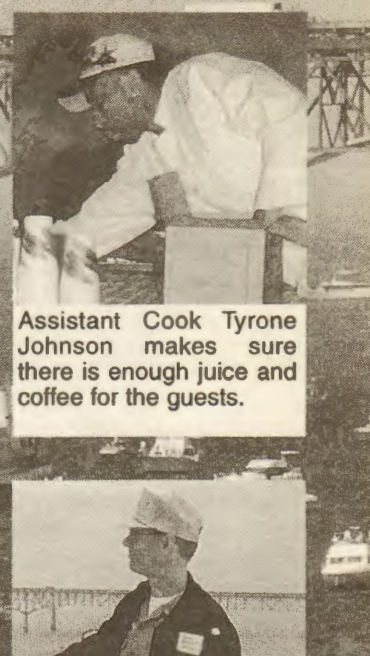


AB Bosun Joseph Arnold takes a turn at the wheel.

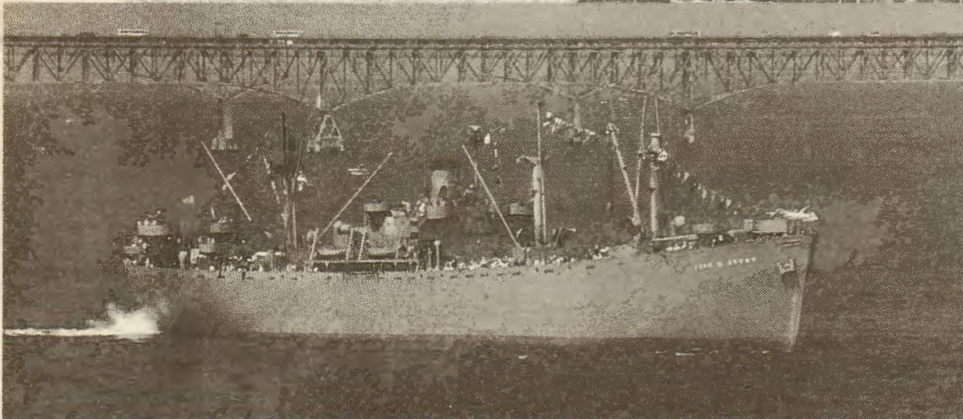
Whitbread Yacht Race



The Concorde flew over the Chesapeake Bay in a salute to the British entry in the Whitbread 'Round-the-World' yachting race.



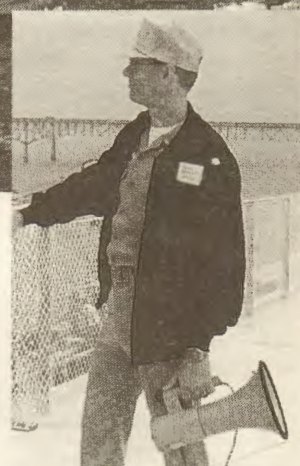
Assistant Cook Tyrone Johnson makes sure there is enough juice and coffee for the guests.



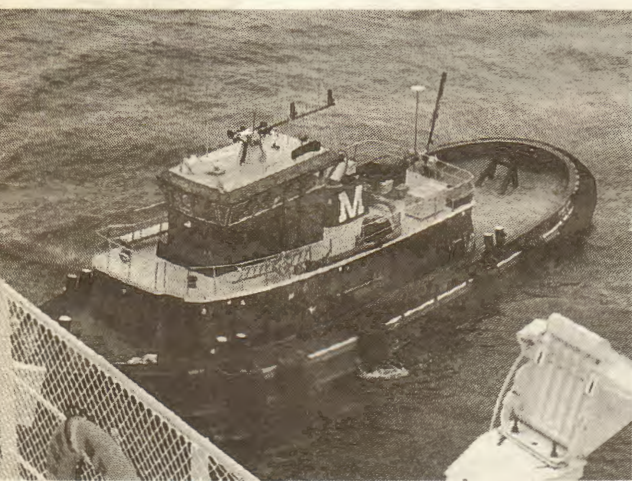
The Liberty ship *John L. Brown* joins 5,000 other water craft in observing the parade of nine racing yachts and then the restart of the race itself.



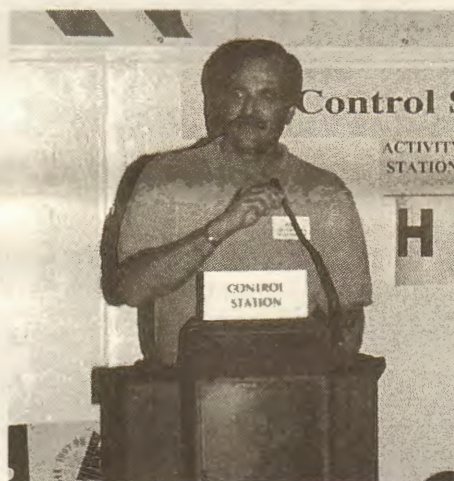
The sailing board reveals a long day in the making for those who were invited aboard to watch the restart of the Whitbread yacht race.



Rhory Anthony, now a lieutenant commander, USNR, sailed as a wiper with the SIU in 1977-78. With his airhorn, he assists in mobilization aboard the *Cape Wrath*.



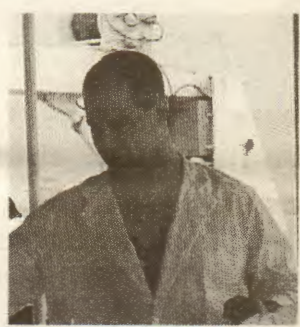
Two SIU-crewed Moran tugs help keep the *Cape Wrath* in position while viewing the Whitbread race: the *Town Pt.* (above) and the *Cape Hatteras*.



Acting MarAd Administrator John E. Graykowski welcomes the students and other guests aboard the RRF vessel.



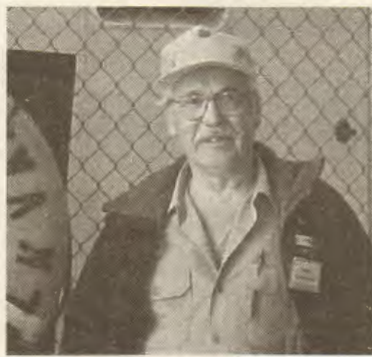
Chief Steward Carlos Sierra, who has sailed with the SIU for eight years, makes sure the water coolers are filled.



OS Joseph Lackey helps set up one of the beverage stations on deck.



SA Tracy Maiello and her husband, Chief Steward Robert Maiello, traveled from North Carolina to help with the day's event.



Bosun Tony Triakoglou, who is currently working aboard the *Cape Washington*, joins in as part of the *Cape Wrath's* crew for the day.



SAs Bruce Milburn (left) and Ida Joan Batain helped make hundreds of sandwiches for the ship's guests.



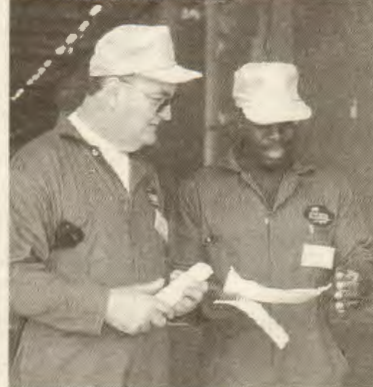
An SIU member for nine years, QMED Carol Thifault was happy to assist the guests aboard the *Cape Wrath*.



AB William Thomas, who sails from the port of Baltimore, stays on the *Cape Wrath* for the day's sailing.



Stopping by the mess hall for a break are (from left) Bosun Tom Grosskurth and ABs Mike Mayo, Joseph Arnold, Juan Salgado, Mike Dempster and John Durhkoff.



Wiper John McLain (left) and Steward Donald Mann review the schedule of events.



Pitching in to ensure a smooth visit for the ship's guests are Charles Collier (left) and Ivan Salis of the galley gang.

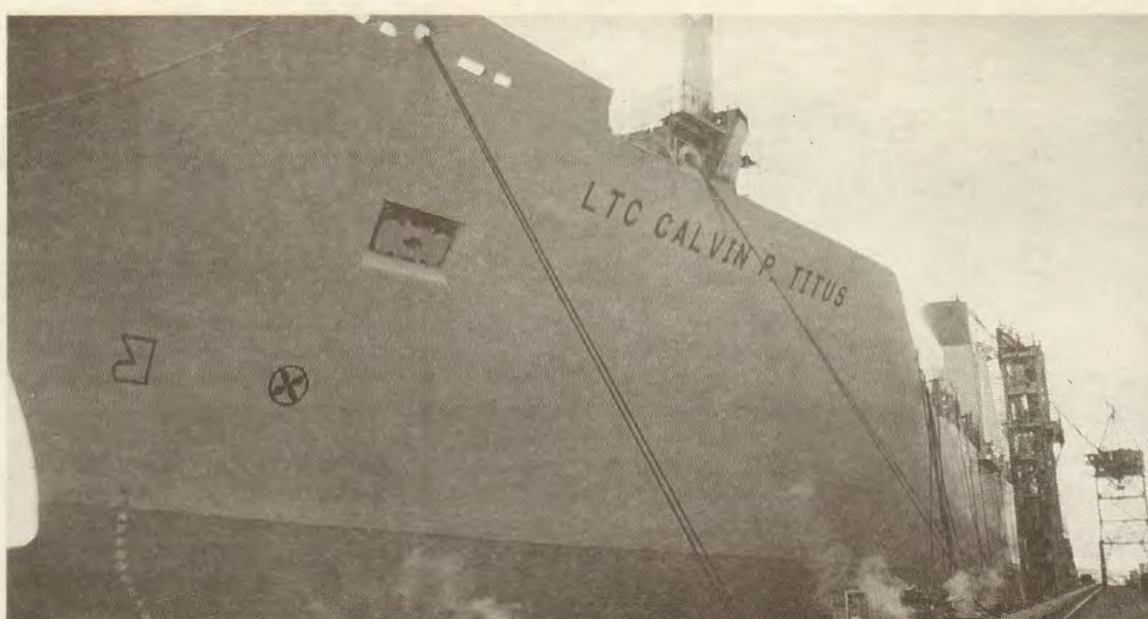
SIU Crews Play Big Part in Gulf Support

Seafarers from the Atlantic, Gulf, Lakes and Inland Waters District and Government Services Division remain on call in and around the Persian Gulf, due to the unstable situation there.

As noted in a recent report by the U.S. Military Sealift Command (MSC), merchant mariners are playing a significant part in the military buildup responding to the latest tensions between America and Iraq. Of the 43 U.S. Navy ships assigned to the Gulf, 23 are MSC vessels. Eighteen of those ships are crewed by Seafarers (see chart).

"We're carrying a heavy load over there, and I'm doing what I can to make sure MSC is recognized for the job it's doing in this crisis," said Navy Vice Admiral Jim Perkins, commander of MSC, according to the agency.

The United States early this year mobilized naval forces to the Persian Gulf in preparation for what seemed a likely armed



Navy Vice Admiral Jim Perkins, commander of MSC, recently pointed out that civilian-crewed ships are providing substantial support to American armed forces in the Persian Gulf. The SIU-crewed RO/RO *Calvin P. Titus* (pictured here) is one of these vessels.

conflict against Iraq. Since then, SIU-crewed MSC ships have provided food, fuel, equipment and ammunition to Navy air-

craft carriers, amphibious assault vessels and others in the American armada.

Oceanographic survey ships,

combat stores ships, fleet oilers and prepositioning vessels are among the civilian-crewed components of this effort.

SIU-Crewed MSC Vessels Deployed in Gulf Buildup

Ocean Survey Ships

USNS Kane
USNS John McDonnell
USNS Bowditch

Fleet Ocean-Going Tug

USNS Catawba

Ammunition Ship

USNS Kilaua

Roll-on/Roll-off Ships

MV American Falcon
MV Buffalo Soldier
MV LTC Calvin P. Titus

LMSRs

USNS Yano
USNS Shughart
USNS Gordon
USNS Gilliland

Prepositioning Ships

MV PFC William B. Baugh
MV CPL Louis J. Hauge Jr.
MT 1st LT Alex Bonnyman
SS SGT Matej Kocak
MV PVT Franklin J. Phillips

Tanker

MV Richard G. Matthiesen

Source: U.S. Military Sealift Command

3 Seafarers, 4 Dependents Win 1998 SIU Scholarships

Continued from page 9

Winter

Century College in White Bear Lake, Minn. has admitted Winter as a student in their medical imaging program (which will enable her to become an X-ray technician) that begins this fall. She expects to complete the program in two years, graduate with an associ-

ate degree in applied science and then continue her education at The College of St. Catherine in St. Paul, Minn. where she will complete the requirements for a bachelor of science degree in sonography.

Finnerty

In the spring of 1988, Finnerty began school full time at Community College in Baltimore, Md., graduating with an associ-

ate's degree, a high grade point average and scholarship opportunities to several universities in the area. He accepted the offer from The George Washington University, well known for its foreign affairs school, which he hoped would lead to an opportunity in the U.S. foreign service. He was awarded a bachelor's degree and passed the foreign service exam but found it most difficult to obtain work in his field of study.

He began sailing again in the engine department to help financial ends meet and also began studying—entirely on his own—information systems network technology. Again he excelled and was selected as the information systems manager for *The News Hour* with Jim Lehrer, a highly acclaimed nationwide television news production. He covered both the Democratic and Republican conventions in 1996 and then felt somewhat at a dead end.

With a wife and baby daughter at home, Finnerty again began sailing, and that was when he found out about the Seafarers scholarship program. "When I had discovered the program through a grateful past recipient on one of my last ships, I became excited at the fact that my always supportive union had a program for individuals like myself who had the desire to achieve."

With the scholarship monies, Finnerty will seek to obtain his

MS/MBA degree and pursue a hi-tech management career in the information systems industry.

Rice

Rice will attend the University of North Carolina at Chapel Hill next year. He plans to major in computer science and then obtain his master's degree in that field as well. Following graduate school, he plans to seek a computer science-based job in the area of systems and hardware. "I am interested in this field because of my love of computers and also because of the wide range of opportunities that happen to be growing at an exponential rate."

Odak

With the advantage of being fluent in English and Croatian, the young woman has been active in community service. She has worked at a rest home, helping disabled elders, and at the Croatian Consulate doing odd jobs. She was recognized by the Lions Club of California with the "Junior Citizen of the Year Award."

She realizes how lucky she is to be an American citizen and to live in the United States. She would like to help her country in some way. Secretary of State Madeleine Albright is her role model. Toward this end, she has applied to a number of schools in California, including the University of California in Los

Angeles and in Berkeley.

Odak believes that there is no better way she can contribute to her education and her country than by "learning, helping and loving."

Golla

cation, but believes she has "developed these characteristics due to all the obstacles that I have overcome throughout the years of my studies." She also credits the guidance of her parents for her motivation in doing her best. "My father has been a merchant seaman for 18 years, and although he is sometimes thousands of miles away, he still manages to give my sisters and me support and care while at the same time being dedicated to and loving his job."

Golla has continued to get good grades while still being very active in school. She has been a member of the Filipino Club, French Club, Honor Society and a dance drill team.

She has applied to Shoreline Community College and University of Washington, both in Washington state.

Receipt of the scholarship, she wrote, "will really make it possible for me to pursue my education in order for me to achieve my ultimate goal of becoming somebody who plays an important role in molding the society into a better place—which in this case, is becoming a doctor."

Hold That Line!



Seafarer Ramon Suarez keeps up the good work aboard the Crowley tug *Republic* while the boat is in San Juan, Puerto Rico. Suarez sails as an AB/tankerman.

Piney Point: A Good Vacation Choice

A fun-filled family vacation does not necessarily have to be expensive, especially for Seafarers who have access to a beautiful facility with all the amenities of a fine resort.

The Paul Hall Center in Piney Point, Md. offers Seafarers and their families affordable rates and exciting activities that are sure to capture the interests of children and adults alike.

The cost is \$40.40 per day for the SIU member and \$9.45 per day for a spouse and for each child. These prices include all

meals. (Note: There is no charge for children 11 years of age or younger.)

This year, create your own unique vacation by planning a getaway to Piney Point. Clip the coupon at right and mail it to the Paul Hall Center to secure your reservation for this summer.

There is something for everyone in Piney Point and the surrounding area—swimming, boating, fishing, sight seeing, relaxing—you name it. And it is a benefit available only to Seafarers and their families.

SEAFARERS TRAINING & RECREATION CENTER

Vacation Reservation Information

Name: _____
Social Security number: _____ Book number: _____
Address: _____
Telephone number: _____
Number in party / ages of children, if applicable: _____
Date of arrival: 1st choice: _____ 2nd choice: _____ 3rd choice: _____
(Stay is limited to a maximum of two weeks)
Date of departure: _____

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

6/98

Dispatchers' Report for Deep Sea

APRIL 16 — MAY 15, 1998

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	26	15	9	26	9	5	11	49	29	22
Philadelphia	4	5	1	1	3	2	2	5	8	2
Baltimore	7	5	5	6	4	3	3	3	10	4
Norfolk	17	13	9	11	11	2	6	29	13	12
Mobile	9	4	4	7	4	1	0	16	11	5
New Orleans	13	10	4	12	7	5	8	26	27	6
Jacksonville	30	21	10	27	11	5	10	66	32	18
San Francisco	25	9	2	14	8	4	3	49	21	3
Wilmington	22	10	8	15	14	6	6	41	14	13
Seattle	26	15	2	23	8	2	7	49	19	5
Puerto Rico	6	2	6	10	4	3	6	13	4	18
Honolulu	11	16	2	6	5	3	3	14	21	6
Houston	35	20	11	32	13	7	11	43	36	14
St. Louis	3	5	3	3	0	2	1	4	5	3
Piney Point	4	5	0	2	1	1	0	2	5	2
Algonac	0	0	0	0	0	0	0	1	2	1
Totals	238	155	76	195	102	51	77	410	257	134
ENGINE DEPARTMENT										
New York	11	6	3	9	8	0	6	26	15	4
Philadelphia	5	2	0	1	1	1	1	7	6	2
Baltimore	8	6	1	5	5	0	0	6	7	2
Norfolk	3	9	2	4	2	3	4	6	13	1
Mobile	4	8	0	5	4	0	1	10	9	3
New Orleans	5	15	1	5	6	1	4	13	15	1
Jacksonville	13	17	3	15	11	2	5	26	26	7
San Francisco	5	11	1	6	6	0	3	11	18	2
Wilmington	3	11	0	6	7	0	2	11	15	3
Seattle	9	6	2	16	5	0	7	20	9	3
Puerto Rico	8	4	0	2	5	2	0	8	5	1
Honolulu	3	13	3	2	5	2	2	8	16	5
Houston	13	6	7	27	2	1	8	20	18	9
St. Louis	0	1	1	1	0	0	0	5	1	1
Piney Point	6	4	1	6	3	1	1	3	3	3
Algonac	0	1	1	0	0	1	0	0	1	0
Totals	96	120	26	110	70	14	44	180	177	47
STEWARD DEPARTMENT										
New York	15	6	0	13	5	0	6	21	15	1
Philadelphia	2	3	0	2	0	0	0	3	4	0
Baltimore	1	5	0	4	3	0	0	3	3	0
Norfolk	7	3	5	7	1	1	7	13	9	6
Mobile	3	6	1	5	2	0	0	8	7	1
New Orleans	8	1	2	7	3	2	3	12	6	2
Jacksonville	15	4	1	15	1	0	4	28	7	5
San Francisco	21	4	0	14	5	0	3	46	6	0
Wilmington	13	5	3	7	2	2	3	23	5	4
Seattle	15	2	0	13	1	0	8	34	5	0
Puerto Rico	2	3	0	3	0	1	1	3	4	0
Honolulu	6	5	7	5	3	4	21	15	10	12
Houston	16	5	0	13	2	1	4	17	9	0
St. Louis	1	0	0	1	0	0	0	2	0	1
Piney Point	6	2	1	2	0	0	0	9	2	1
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	131	54	20	111	28	11	60	237	92	33
ENTRY DEPARTMENT										
New York	7	21	11	6	17	6	0	9	48	32
Philadelphia	0	0	2	0	0	1	0	0	2	5
Baltimore	2	5	5	2	4	3	0	1	4	8
Norfolk	5	7	9	2	8	5	0	5	12	22
Mobile	0	12	0	0	5	0	0	2	12	1
New Orleans	4	8	11	2	7	5	0	10	14	14
Jacksonville	4	20	12	2	14	2	0	6	29	28
San Francisco	10	12	3	8	3	3	0	23	30	6
Wilmington	9	6	6	8	8	3	0	9	16	11
Seattle	6	13	5	9	9	1	0	9	25	8
Puerto Rico	3	3	2	2	6	2	0	9	5	4
Honolulu	11	26	69	3	21	50	0	13	43	111
Houston	3	13	3	5	6	6	0	4	20	12
St. Louis	0	0	1	0	0	0	0	0	1	1
Piney Point	0	21	5	0	16	13	0	0	15	10
Algonac	0	2	1	0	1	0	0	0	1	1
Totals	64	169	145	49	125	100	0	100	277	274
Totals All Departments	529	498	267	465	325	176	181	927	803	488

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

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

July & August 1998 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point.....	Monday: July 6, August 3
Algonac.....	Friday: July 10, August 7
Baltimore	Thursday: July 9, August 6
Duluth	Wednesday: July 15, August 12
Honolulu	Friday: July 17, August 14
Houston.....	Monday: July 13, August 10
Jacksonville.....	Thursday: July 9, August 6
Jersey City	Wednesday: July 22, August 19
Mobile.....	Wednesday: July 15, August 12
New Bedford.....	Tuesday: July 21, August 18
New Orleans	Tuesday: July 14, August 11
New York	Tuesday: July 7, August 4
Norfolk.....	Thursday: July 9, August 6
Philadelphia	Wednesday: July 8, August 5
San Francisco.....	Thursday: July 16, August 13
San Juan.....	Thursday: July 9, August 6
St. Louis.....	Friday: July 17, August 14
Tacoma.....	Friday: July 24, August 21
Wilmington	Monday: July 20
	Tuesday, August 18*

(change created by Paul Hall birthday holiday)

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

Personals

CHRIS CHRISTANSON

Please contact Eric Partika in Arnold, Calif. at (209) 795-1517.

STANLEY DARANDA

Please call your daughter, Standreka, at (504) 246-4425.

JUDE KOMYATTE

Please contact Victor at (415) 285-1744.

RUSSELL LEE

Hey Lee! I would like to hear from you sometime soon. Please drop me a note. I'll be at the following address until July. Leo A. Castro, c/o ITB Baltimore, P.O. Box 127, King Hill State Hovic., St. Croix, USVI 00850.

JOHN FRANCIS ROBERTS

Gail Roberts is trying to locate information about her grandfather (John Francis Roberts) whom she has never met. Her grandfather sailed as a merchant mariner in 1932 and was still sailing in 1961. John F. Roberts had a son, also John Francis Roberts but known as "Sonny." Ms. Roberts would like to hear from her grandfather or anyone who knew him. Please contact Gail Roberts at 30 Fawn Grove, Greenwood, DE 19950; or telephone (302) 337-0350.

WILLIAM BRIGHT SIMMONS

Anyone knowing the whereabouts of William Bright Simmons is asked to contact Dena Hall. In 1958 and 1959, Simmons lived at 415 West 24th Street, NYC. His mother lived in Manchester, N.H. Anyone with information may write Ms. Hall at 4605-A South Second Street, Austin, TX 78745-2102, or telephone (512) 447-6005.

ANGELO URTI

Please contact your mother as soon as possible.



**Tell it
to the
LOG**

Seafarers International Union Directory

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

George McCartney
Vice President West Coast

Roy A. "Buck" Mercer
Vice President Government Services

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

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

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

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

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

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

HONOLULU
606 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
630 Jackson Ave.
New Orleans, LA 70130
(504) 529-7546

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

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

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

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

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

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

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

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

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

WILMINGTON
510 N. Broad Ave.
Wilmington, DE 19804
(310) 549-4000

Dispatchers' Report for Great Lakes

APRIL 16 — MAY 15, 1998

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

*TOTAL REGISTERED TOTAL SHIPPED **REGISTERED ON BEACH
All Groups All Groups All Groups
Class CL Class L Class NP Class CL Class L Class NP Class CL Class L Class NP

Port	DECK DEPARTMENT								
Algonac	0	27	4	0	4	0	0	23	4
Port	ENGINE DEPARTMENT								
Algonac	0	13	1	0	1	1	0	12	0
Port	STEWARD DEPARTMENT								
Algonac	0	7	4	0	1	1	0	6	3
Port	ENTRY DEPARTMENT								
Algonac	0	28	22	0	8	2	0	20	20
Totals All Depts	0	75	31	0	14	4	0	61	27

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

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

Dispatchers' Report for Inland Waters

APRIL 16 — MAY 15, 1998

*TOTAL REGISTERED TOTAL SHIPPED **REGISTERED ON BEACH
All Groups All Groups All Groups
Class A Class B Class C Class A Class B Class C Class A Class B Class C

Region	DECK DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	6	2	6	0	1	3	9	0	13
Lakes, Inland Waters	27	0	0	16	0	0	35	0	0
West Coast	2	0	3	1	1	7	6	3	11
Totals	35	2	9	17	2	10	50	3	24
Region	ENGINE DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	1	1	0	5
Lakes, Inland Waters	24	0	0	11	0	0	11	0	0
West Coast	0	0	0	1	0	0	0	0	0
Totals	24	0	0	12	0	1	12	0	5
Region	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	9	0	0	8	0	0	14	0	0
West Coast	0	0	0	0	0	3	0	0	0
Totals	9	0	0	8	0	3	14	0	0
Totals All Depts	68	2	9	37	2	14	76	3	29

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

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

PIC-FROM-THE-PAST

This photograph, sent to the *Seafarers LOG* by Pensioner Frank J. Schumacher of Evansville, Ind. was taken off the coast of Portuguese East Africa in the spring or summer of 1949.

Schumacher is the person at left holding the chain and hook. "I was either the saloon mess or the galley man," he wrote in a note accompanying the photograph. "I have no idea who any of the other people are."

Back in those days, much of the garbage was thrown from the stern. Schumacher writes, "Each time I dumped the garbage over the stern, these sharks came calling. The next time I dumped it, I had the hook tied in with chicken guts."

Anyone who recognizes himself or one of the other crew members is asked to let the *Seafarers LOG* know and we will pass the information on to Frank Schumacher.

Brother Schumacher, 71, joined the SIU in 1947 in the port of Baltimore. He retired April 1, 1982, having last sailed aboard the *Mt. Washington*. He also is a veteran of the U.S. Army in the Korean War.



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.

Two recertified bosuns and one recertified steward are among the 17 Seafarers announcing their retirements this month.

Representing 75 combined years of active union membership, Recertified Bosuns **William Cooper** and **Nichalos Nagy** and Recertified Steward **Robert L. Maddox** are graduates of the highest level of training available to members in the deck and steward departments, respectively, at the Lundeberg School in Piney Point, Md.

Including the three recertified graduates, 10 of those signing off sailed in the deep sea division; six worked on the inland waterways; and one plied the Great Lakes.

This month's pensioners are scattered throughout the country: six on the East Coast, five in the Gulf states, two on the West Coast and two each in the mid-west and in Puerto Rico.

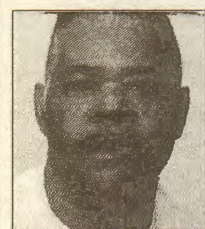
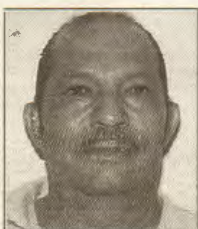
On this page the *Seafarers LOG* presents brief biographical accounts of the retiring Seafarers.

DEEP SEA



WILLIAM COOPER, 65, graduated from the Andrew Furuseth Training School in 1961 and joined the SIU in the port of New York. He sailed in the deck department and upgraded at the Lundeberg School in Piney Point, Md., where he graduated from the bosun recertification program in 1981. During his career, he was active in union organizing drives. The Massachusetts native last sailed in 1996 aboard the *Nedlloyd Holland*, operated by Sea-Land Service. Brother Cooper resides in Rochester, N.H.

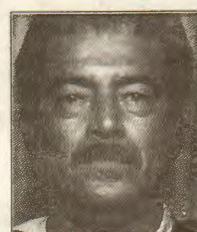
IGNACIO FLORES, 53, joined the Seafarers in 1971 in his native Puerto Rico. Brother Flores sailed in the engine department and worked as a crane maintenance electrician. He last worked aboard NPR, Inc. vessels and makes his home in Carolina, P.R.



ROBERT L. MADDOX, 65, began his career with the Seafarers in 1979 from the port of New York. He sailed in the steward department and upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1990. The Tennessee native last worked aboard the *Overseas Boston*. From 1950 to 1971, he served in the U.S. Marine Corps. Brother Maddox has retired to Everett, Wash.

JULIAN S. MENDOZA, 65, first sailed with the SIU in 1961

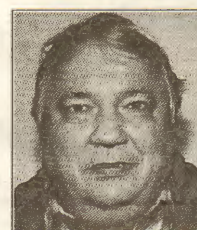
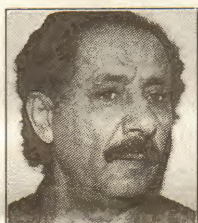
in the port of Houston. The Texas native worked in the steward department and upgraded at the Lundeberg School. During his career, he also served in the deck department. Brother Mendoza signed off the *Cleveland*, a Victory Marine vessel. He calls Laredo, Texas home.



CARLOS MIRANDA, 65, began sailing with the Seafarers in 1966 from the port of New York. His first ship was the

Gateway City, operated by Sea-Land Service. A native of Puerto Rico, he worked in the deck department, last sailing aboard the *Cape Wrath*, an American Overseas Marine vessel. Brother Miranda makes his home in Brooklyn, N.Y.

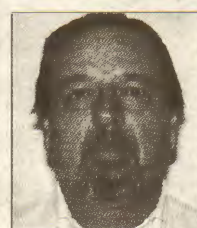
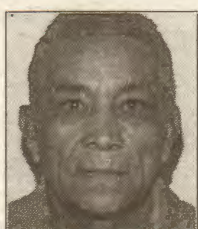
MOHAMED MOHAMED, 65, started his career with the SIU in 1962 in the port of New York. Born in Arabia, the engine department member upgraded at the Lundeberg School. He last sailed in 1995 aboard the *Mayaguez*, operated by NPR, Inc. Brother Mohamed has retired to Brooklyn, N.Y.



JOHN M. MOORE, 53, first sailed with the Seafarers in 1978 from the port of Norfolk, Va. The Virginia

native worked in the steward department and signed off the *Sam Houston*, a Waterman Steamship Corp. vessel. Brother Moore makes his home in Norfolk, Va.

OTILIANO MORALES, 65, began sailing with the SIU in 1967 from the port of New York. A native of Puerto Rico, he worked in the deck department and upgraded at the Lundeberg School. Brother Morales last sailed aboard NPR, Inc. vessels. He calls Las Piedras, P.R. home.



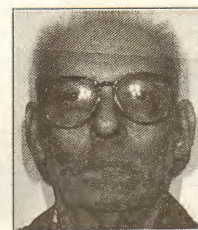
NICHALOS A. NAGY, 56, started his career with the Seafarers in 1965 sailing aboard Great Lakes vessels and later transferred to the deep sea division. The Michigan native worked in the deck department and upgraded at the Lundeberg School, where

he graduated from the bosun recertification program in 1985. Brother Nagy climbed the ladder to become a licensed officer in 1987. From 1958 to 1963, he served in the U.S. Navy. Brother Nagy makes his home in Temecula, Calif.

CHARLIE M. STANFORD, 65, first sailed with the SIU in 1971 aboard the *Overseas Alaska*. Born in Mississippi, he worked in both the steward and deck departments and upgraded at the Lundeberg School. Brother Stanford last sailed in 1986 aboard the *Ogden Champion*. He calls New Orleans home.



INLAND

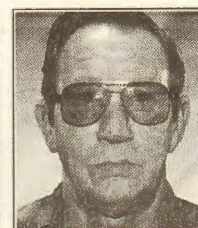


TOM M. CAMPBELL JR., 63, started his SIU career in the port of Houston. After a 20-year stint in the U.S.

Army, the Texas native joined the Seafarers in 1978, sailed in the engine department and upgraded at the Lundeberg School. Prior to his retirement, he signed off the *Marlin*, operated by G&H Towing. Boatman Campbell has retired to Killeen, Texas.

LONNIE L. DAIL, 62, first sailed with the SIU in 1958. Born in North Carolina, he worked in

both the deck and engine departments, last sailing as a captain. Boatman Dail upgraded at the Lundeberg School and signed off the *Triumph* in 1996, operated by Piney Point Transportation. From 1952 to 1960, he served in the U.S. Coast Guard. Boatman Dail makes his home in Salisbury, Md.

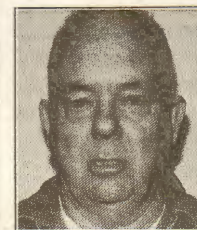


WILLIAM L. GILMORE, 62, started his career with the Seafarers in 1988. The Alabama native sailed as a captain and upgraded at the Lundeberg School. He last worked aboard the *Sea Robin*, operated by Allied Towing Corp. From 1953 to 1956, he served in the U.S. Army. Boatman Gilmore lives in Andalusia, Ala.

CLAUDE W. SANKEY, 65, began sailing with the Seafarers in 1982. The Wisconsin native worked in the deck department and upgraded at the Lundeberg School. Boatman Sankey became a licensed master. His last vessel was the *Mark Hannah*, operated by Q.L.S. Transport. He makes his home in West Allis, Wis.



JOHN C. TANNER, 70, started his career with the SIU in 1974 in the port of Piney Point, Md. He first sailed aboard the *Peggy S.*, a Stuart Transportation Co. vessel. A native of Illinois, he worked in the engine department as a chief engineer and signed off the *Triumph*, operated by Piney Point Transportation Co. From 1944 to 1964, he served in the U.S. Navy. Boatman Tanner has retired to Portsmouth, Va.



CHARLES R. WILLIAMS, 62, first sailed with the Seafarers in 1969. The Louisiana native sailed primarily

aboard Dixie Carrier vessels as a member of the deck department. From 1955 to 1964, he served in the U.S. Marine Corps. Boatman Williams makes his home in Bogalusa, La.

GREAT LAKES

LESTER W. JACOBSON, 65, started his career with the Seafarers in 1969 in the port of Detroit. The Minnesota native sailed in the engine department and upgraded at the Lundeberg School. Brother Jacobson last sailed in 1993 aboard the *Kinsman Enterprise*. From 1952 to 1954, he served in the U.S. Army. He makes his home in Duluth, Minn.



WWII Mariners Thank SIU



Members of the Michigan Chapter of the U.S. Merchant Marine Veterans of World War II recently donated a plaque to the SIU's Algonac, Mich. hall recognizing the union's efforts on behalf of the war-era merchant marine. "They said they wanted to thank us for our assistance in helping them secure recognition as war veterans, and for our current efforts to extend the cutoff date for veterans' status for World War II mariners," noted Algonac Port Agent Tim Kelley (second from left). "The plaque also is a tribute to those mariners who made the ultimate sacrifice during the war." It reads, "In Memory Of Our Shipmates In The U.S. Merchant Marine And U.S. Navy Armed Guard Who Lost Their Lives In World War II." The plaque has been mounted at the front of the union hall. Pictured above with Kelley are (from left) Michigan chapter members Al Bolia, Walter Dunn and Rudy Radmonovich.

Final Departures

DEEP SEA

ROBERT C. ADAMS



Pensioner Robert C. Adams, 73, passed away March 17. Born in Ohio, he first sailed with the Seafarers in 1943 aboard the *Joseph E.*

Brown. The deck department member sailed from the port of Jacksonville, Fla. and upgraded frequently at the Lundeberg School in Piney Point, Md. From 1946 to 1947, he served in the U.S. Army. A resident of Augusta, Ga., Brother Adams began receiving his pension in April 1994.

SAMUEL H. BEATTIE



Pensioner Samuel H. Beattie, 67, died April 6. Brother Beattie joined the Seafarers in 1948 in the port of New York. Born in Scotland, he

worked in the engine department and upgraded at the Lundeberg School, last sailing as a chief electrician. From 1953 to 1955, he served in the U.S. Army. Brother Beattie started receiving his pension in July 1989. He was a resident of Westminster, Calif.

JOHN M. BERGERIA



Pensioner John M. Bergeria, 69, passed away March 25. A native of Pennsylvania, he started his career with the SIU in 1946 in Port Arthur,

Texas. Brother Bergeria sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification course in 1975. From 1951 to 1953, he served in the U.S. Army. A resident of Philadelphia, he retired in January 1986.

THOMAS E. BEWLEY



Pensioner Thomas E. Bewley, 74, died March 1. He began sailing with the SIU in 1953 from the port of Baltimore. The Ohio native

worked in the deck department. Brother Bewley was a resident of San Francisco. He retired in December 1989.

SIDNEY BROWN

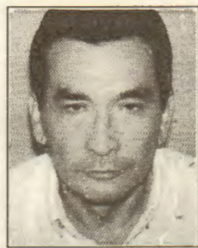


Pensioner Sidney Brown, 84, passed away January 14. Born in England, he joined the Marine Cooks and Stewards (MC&S) in

1957, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). His first ship was the *Lurline*, operated by Matson Navigation. Brother Brown was a resident of Long Beach, Calif. and began receiving his pension in June 1978.

FELIX CAMACHO

Felix Camacho, 60, died January 8. He started his career with the Seafarers in 1979. A native of Puerto



Rico, he worked in the steward department and upgraded at the Lundeberg School. He last sailed in 1996 aboard the *Nedloyd*

Holland, a Sea-Land Service vessel. Brother Camacho was a resident of Arecibo, P.R.

RAYMOND R. CRANE



Pensioner Raymond R. Crane, 68, died February 25. A native of Pennsylvania, he joined the Seafarers in 1953 in the port of New York.

He sailed in the engine department and upgraded frequently at the Lundeberg School. From 1948 to 1951, he served in the U.S. Army. Brother Crane was a resident of Philadelphia. He retired in February 1995.

ALBERTO CRUZ



Pensioner Alberto Cruz, 79, passed away February 16. Brother Cruz started his career with the SIU in 1956 in the port of Seattle. Born in

China, he sailed as a member of the deck department and began receiving his pension in December 1982.

LEON D. DOZIER



Pensioner Leon D. Dozier, 81, died January 10. Born in Arkansas, he joined the MC&S before that union merged with the SIU's AGLI-

WD. The Oakland, Calif. resident started receiving his pension in April 1974.

JACOB E. DUSICH



Pensioner Jacob E. Dusich, 73, passed away April 26. He began his career with the MC&S in 1956 from the port of Seattle before that union

merged with the SIU's AGLIWD. At the time of the merger, Brother Dusich was an official for the MC&S and then became an SIU representative. He last sailed aboard the *Manulani*, operated by Matson Navigation Co. Born in the Philippines, Brother Dusich was a resident of Seattle. He retired in December 1985.

ROBERT J. EDWARDS



Pensioner Robert J. Edwards, 68, died April 22. A native of California, he started his career with the Seafarers in 1949 in the port of San Francisco. Sailing in the deck department, he upgraded his skills at the Lundeberg School, where he graduated from the bosun recertification course in 1983. Brother Edwards was a resident of Los Angeles. He began receiving his pension in January 1993.

COLIMERIO FERNANDEZ



Pensioner Colimerio Fernandez, 78, passed away March 27. Brother Fernandez, who was born in Portugal, joined the SIU in 1955

in the port of New York. During his career, he sailed in the engine department and was active in union organizing drives. The resident of Brooklyn, N.Y. retired in December 1981.

COSTELLO FISHER

Pensioner Costello Fisher, 81, died January 10. He started his career with the MC&S before that union merged with the SIU's AGLIWD. Born in Georgia and a resident of San Leandro, Calif., Brother Fisher started receiving his pension in October 1974.

ROSS J. FOLDS

Pensioner Ross J. Folds, 78, passed away February 14. A native of California, he joined the MC&S in 1946 before that union merged with the SIU's AGLIWD. Brother Fold's first and last ship was the *Monterey*. He was a resident of Oakland, Calif. and retired in July 1974.

RAY U. HART



Pensioner Ray U. Hart, 67, died December 17, 1997. Brother Hart began his career with the Seafarers in 1962 from the port of New York. Born

in Finland, he became a U.S. citizen in 1967. Starting out in the deck department, he later transferred to the engine department and upgraded frequently at the Lundeberg School. Brother Hart, a resident of San Andreas, Calif., began receiving his pension in November 1995.

CHARLES E. HILL



Pensioner Charles E. Hill, 70, passed away March 16. He started his career with the SIU in 1947 in the port of Houston. The Texas native

sailed in the deck department and upgraded at the Lundeberg School where he completed the bosun recertification program in 1974. During his career, he also sailed in the inland division and was active in union organizing drives. From 1944 to 1946, he served in the U.S. Navy. Brother Hill, a resident of Kingwood, Texas, retired in April 1986.

RICHARD H. HUFFORD



Pensioner Richard H. Hufford, 69, died March 3. A native of Pennsylvania, he joined the Seafarers in 1952 in the port of Baltimore.

Brother Hufford worked in the steward department and upgraded at the Lundeberg School, last sailing as a chief cook. From 1951 to 1953, he served in the U.S. Army. A resident of New Orleans, he began receiving his pension in September 1990.

THEODORE JONES

Pensioner Theodore Jones, 92, passed away April 13. Born in



Kansas, he began sailing with the SIU in 1955 from the port of Lake Charles, La. During his career, he sailed in the engine department as

an oiler, pumpman, machinist and deck engineer. A resident of Porter, Texas, Brother Jones retired in February 1982.

HOWARD O. LEVINE



Howard O. Levine, 48, passed away January 26. He graduated from the Lundeberg School's entry level training program in 1968 and joined the

SIU in the port of New York. Born in Austria, Brother Levine sailed in the deck department. He upgraded at the Lundeberg School and attended an educational conference there in 1970.

FRED N. (BULL) LINDSEY



Pensioner Fred N. (Bull) Lindsey, 58, died March 24. Brother Lindsey graduated from the Andrew Furuseth Training School in 1960 and

joined the Seafarers in the port of Mobile, Ala. The Alabama native worked in the steward department, last sailing as a chief steward. A resident of Mobile, Brother Lindsey retired in May 1994.

THADDEUS J. LOBODA



Pensioner Thaddeus J. Loboda, 84, died January 21. Brother Loboda started his career with the Seafarers in 1953 in the port of New York. A

native of Pennsylvania, he sailed in the engine department and upgraded at the Lundeberg School. During his career, he was active in union organizing drives. Brother Loboda began receiving his pension in June 1976. He was a resident of Philadelphia.

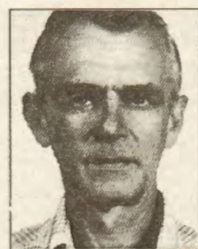
MICHAEL MACHUSKY



Pensioner Michael Machusky, 66, died January 21. Brother Machusky started his career with the Seafarers in 1953 in the port of New York. A

native of Pennsylvania, he sailed in the deck department. From 1948 to 1950, he served in the U.S. Navy. Brother Machusky was a resident of Liberty, Texas. He retired in 1996.

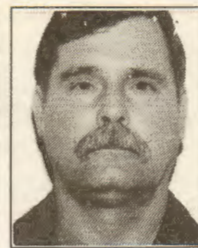
WILLIAM F. O'BRIEN



Pensioner William F. O'Brien, 72, passed away March 3. Brother O'Brien started his career with the SIU in 1943 in his native New

York. He sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification course in 1974. A resident of Clearwater, Fla., he began receiving pension in May 1991.

TERRY W. PRESTON

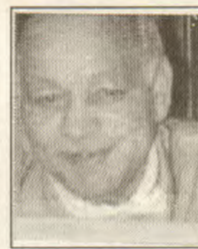


Terry W. Preston, 50, died November 29, 1997. Born in Ohio, he graduated from the Andrew Furuseth Training School in 1964 and joined

the Seafarers in the port of New York. His first ship was the *Steel Seafarer*. Brother Preston sailed in the engine department and upgraded at the Lundeberg School. He was a resident of St. Petersburg, Fla.

INLAND

BAYARD BRITTON



Pensioner Bayard Britton, 69, passed away April 9. He first sailed with the SIU in 1976. Born in Nicaragua, he sailed in the steward department. A

resident of Riverview, Fla., Boatman Britton began receiving his pension in July 1991.

HILAIRE J. CLAVETTE



Pensioner Hilaire J. Clavette, 63, died March 14. Born in Massachusetts, he began sailing with the Seafarers in 1979. Boatman Clavette worked

in the steward department, last sailing aboard Crowley Towing and Transportation vessels. A resident of Livingston, Texas, he retired in 1996.

KERMIT C. GREEN



Kermit C. Green, 58, passed away April 1. A native of Florida, he started his career with the SIU in 1967 in the port of Wilmington,

Calif. He worked in the deck department and upgraded at the Lundeberg School, where he completed the towboat operator course. Boatman Green sailed primarily aboard vessels operated by Crowley Towing and Transportation. From 1963 to 1965, he served in the U.S. Army. He was a resident of Jacksonville, Fla.

WOODROW W. PARRISH



Pensioner Woodrow W. Parrish, 81, passed away October 17, 1997. A native of Missouri, he started his career with the SIU in 1962 in

the port of St. Louis, sailing as a mate in the deck department. From 1944 to 1945, he served in the U.S. Navy. The resident of New Madrid Mo. retired in June 1979.

GREAT LAKES

JAMES S. GIRGA



James S. Girga, 55, passed away March 20. He started his career in 1992 in the port of Duluth, Minn. Born in Illinois, he sailed in both

the deck and engine departments. From 1963 to 1967, he served in the U.S. Air Force. Brother Girga was a resident of Keystone, Wis.

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 PRODUCER (Sea-Land Service), March 26—Chairman **Jack Edwards**, Secretary **D. Cunningham**, Educational Director **Ramon L. Borrero**. Chairman reported on meeting of department heads to discuss possible purchase of satellite TV. More information needed before final approval can be given. Educational director reminded each Seafarer to get training record book (TRB). He also stressed importance of upgrading at Lundeberg School. Treasurer announced \$770.50 in ship's fund. No beefs or disputed OT reported. Bosun thanked steward department for "their usual great performance." Food is "too good." After a stop in San Juan, P.R., vessel will sail to the Dominican Republic and then to Jacksonville, Fla.

SGT. MATEJ KOCAK (Waterman Steamship), March 29—Chairman **Angelo Urti**, Secretary **Lonnie Gamble**, Educational Director **Jerald R. Graham**, Deck Delegate **Charles Simmons**, Engine Delegate **Robert C. Hines**, Steward Delegate **Clarence Robinson**. Bosun reported on talk with captain regarding length of stay in Persian Gulf. Captain stated ship will be there until May 6 with payoff in Crete on May 22. No beefs or dis-

puted OT noted. Steward delegate stated there are four extra men in steward department this run because of 81 U.S. Marine Corps and Navy personnel aboard. Everything running smoothly. Bosun reminded everyone to keep doors closed in air conditioned areas, especially in the Gulf zone, where it gets very hot. Request made to have more crew members assigned to locker during fire and boat drills to help carry gear. Vote of thanks to steward department for job well done.

GALVESTON BAY (Sea-Land Service), April 3—Chairman **Luis Ramirez**, Secretary **Andrew Hagan**, Educational Director **Miguel Rivera**, Deck Delegate **Sherman Hudson**, Engine Delegate **Ali S. Mohsin**, Steward Delegate **Kenneth Bethea**. Secretary announced ship scheduled for two weeks in shipyard in Bremerhaven, Germany. Most crew will be laid off. Educational director urged members to upgrade skills at Paul Hall Center and apply for TRB. New movies just purchased with money from ship's movie fund. No beefs or disputed OT reported. Steward department given vote of thanks for good food. Next ports: Jacksonville, Fla. and Charleston, S.C.

GUAYAMA (NPR, Inc.), April 20—Chairman **Richard G. Kidd**, Secretary **Richard E. Hicks**, Educational Director **Ronald C. Smith**. Chairman announced pay-off in Philadelphia. Reminded crew members to keep plastic items in yellow can, separate from other trash. Some disputed OT reported in deck department; no beefs noted. New VCR requested for crew lounge as well as change of locks on crew mess hall and crew laundry room.

MAERSK COLORADO (Maersk Lines), April 11—Chairman **Dirk W. Adams**, Secretary **Sal Torneo**, Educational Director **E. Snow**, Deck Delegate **Frank R. Cottongin III**, Engine Delegate **Scott P. Brady**. Chairman reminded crew members it is their responsibility to check expiration date on z-cards. He also spoke of benefits of contributing to SPAD. Secretary added to this by advising Seafarers to keep updated on all SIU political activities. Educational director stressed need to upgrade skills at Piney Point. Treasurer announced gym equipment purchased in Miami for \$343. No beefs or disputed OT reported. Crew noted need for new transformers (from 220 to 110 volts) and strip plugs for each room. They added that rugs need professional cleaning or replacement. All previous remedies have not succeeded in getting them clean. Next port: Long Beach, Calif.

MAERSK TEXAS (Maersk Lines), April 5—Chairman **John M. Zepeda**, Secretary **Donna De Cesare**, Educational Director **Calvin Fairbanks**. Chairman announced upcoming payoff in Charleston, S.C. He reminded crew members to check z-cards for expiration date and attend shipboard STCW classes. Educational director urged members to upgrade at Lundeberg School whenever possible. Treasurer announced \$73 in movie fund. No beefs or disputed OT reported. Crew requested larger ice machine; present one does not keep up with demand. Also asked for refrigerators for rooms, especially for South American run, and transportation to ship when joining or rejoining. Next port: Bahamas.

SEA-LAND CHALLENGER (Sea-Land Service), April 12—Chairman **Roy Williams**, Secretary **Donna Jean Clemons**, Educational Director **Brian Connell**, Deck Delegate **Monte Grimes**, Engine Delegate **John Coleman**, Steward Delegate **Joseph Laureta**. Members were informed of toll-free number for Money Purchase Pension Plan (MPPP) and of available form for voluntary contributions. MPPP statement to come out soon. Chairman announced payoff upon arrival in Long Beach, Calif. Secretary noted 20 movies added to video library. Movie fund is now empty. Beef reported by steward delegate. No beefs or disputed OT reported in deck or engine department.

SEA-LAND ENDURANCE (Sea-Land Service), April 26—Chairman **Robert J. Trainor**, Secretary **Ray A. Garcia**, Educational Director **Robert Flesey**, Deck Delegate **E. Malabad**, Engine Delegate **Leonardo Papa**, Steward Delegate **John F. Bass**. Chairman noted departing crew members have ample time to clean rooms and leave fresh linens for next person. Secretary reminded everyone to check seamen's documents for expiration dates. He also stressed importance of upgrading skills at Paul Hall Center and of contributing to SPAD.

Educational director echoed sentiments on upgrading and making sure paperwork is up to date, including applying for TRB. He also thanked bosun for coffee-time videos. No beefs or disputed OT reported. Crew members thanked Capt. R.J. Becker for his help in making this a great trip. Vote of thanks also given to steward department for fine work. Next port: Long Beach, Calif.

Delegate **Richard Ehlert**, Engine Delegate **Robert Rush**, Steward Delegate **Lito Acosta**. Chairman announced change of run. Ship will put into Kaohsiung and Kobe instead of Hong Kong. He also reminded crew members of need to get TRBs and STCW endorsements before it is too late. Enforcement of new maritime regulations will take place soon; those who do not have necessary documents will not be able to sail.

Reliance Holds First BBQ Ever



Due to the design of the *Sea-Land Reliance*, throwing a barbecue for the crew is a lot of work. Since the only place on the ship suitable for a cookout is the bridge deck, and since there is no elevator or dumbwaiter aboard, everything has to be hiked up five decks. But with a little teamwork, the crew pulled it off. The engine department made the grill and tables from scratch; the deck department hauled up 20 chairs and most of the food from the mess deck, and the steward department went all out in their barbecue fare, offering four different entrees. From the left are Chief Steward Jeff Smith, Steward Assistant William Wales and Chief Cook Julito Crodua, who made sure the meal was first rate.

SEA-LAND ENTERPRISE (Sea-Land Service), April 2—Chairman **Elex Cary Jr.**, Secretary **Julio Roman Jr.**, Educational Director **Ray L. Chapman**. Chairman reminded crew members to be familiar with all fire stations and equipment on board ship. He also reminded them to apply for TRBs, upgrade at Lundeberg School and donate to SPAD. No beefs or disputed OT reported by three department delegates. Vote of thanks given to steward department for good meals and keeping ship clean. Next ports: Oakland, Calif.; Hawaii; Guam; and Taiwan.

SEA-LAND EXPLORER (Sea-Land Service), April 16—Chairman **Terry Reynolds**, Secretary **W. Burdette**, Educational Director **Guy Pollard-Lowsley**, Deck Delegate **James D. Morgan**, Engine Delegate **J. Paminia**, Steward Delegate **Bradford Mack**. Subject of telephones in port was brought up, this time between benefits of Korean Telecom vs. AT&T. Also discussed need for crew members to be responsible for returning movies to crew library when finished with them. Educational director reminded Seafarers to attend courses offered at Paul Hall Center while on the beach. No ship's fund exists but there appears to be interest in starting one, especially for purchasing extra movies or stamps. No beefs or disputed OT reported. Discussion held on need for revision in shuttle schedule for Pusan service. Vote of thanks given to steward department for job well done: "She's a feeder!" Next ports: Long Beach and Oakland, Calif.

SEA-LAND INNOVATOR (Sea-Land Service), April 5—Chairman **Kenneth C. McGregor**, Secretary **Jose M. Bayani**, Educational Director **Chris Earhart**, Deck

Unlicensed Apprentice **Christopher Scott Jones** was voted "shipmate of the voyage." Secretary thanked chairman, ABs and galley gang for maintaining cleanliness in crew lounge and mess halls. He praised unlicensed apprentice for installing new tiles in captain's office (and will retiling crew mess, saloon and four cabins next voyage). He also urged members to contribute to SPAD. Educational director stressed importance of upgrading at Piney Point and being prepared for stricter maritime regulations. No beefs or disputed OT reported. Next port: Long Beach, Calif.

SEA-LAND RELIANCE (Sea-Land Service), April 12—Chairman **Dennis Brown**, Secretary **J. Smith**, Educational Director **A. Jaramillo**, Deck Delegate **Dennis J. Goodwin**, Engine Delegate **Eric L. Campbell**. Engine department reported beef, otherwise everything running smoothly. Crew made request for new mattresses. Steward department complimented for job well done. Text port: Tacoma, Wash.

STONEWALL JACKSON (Waterman Steamship), April 13—Chairman **Carl Lineberry**, Secretary **L. Frazier**, Educational Director **F.C. Quebedeaux**. Chairman reported all departments completed lots of work this voyage. Ship expected to arrive in Morehead City, N.C. April 16. Fresh provisions will be loaded at that time. Educational director urged crew to take advantage of courses at Lundeberg School to better seamanship abilities, job skills and security. Treasurer announced \$185 in movie fund. No beefs or disputed OT reported. Engine delegate reminded crew members to maintain safety procedures at all times.

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

This is a summary of the annual report for the SIU PD Supplemental Benefits Fund, Inc. [Employer Identification No. 94-1431246, Plan No. 501] for the year ended July 31, 1997. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

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

BASIC FINANCIAL STATEMENT

Benefits under the plan are provided by a trust arrangement. Plan expenses were \$6,342,372. These expenses included \$515,912 in administrative expenses and \$5,826,460 in benefits paid to participants and beneficiaries. A total of 960 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$3,097,064 as of July 31, 1997, compared to \$3,071,986 as of the beginning of the plan year. During the plan year, the plan experienced an increase in its net assets of \$25,078. The plan had a total income of \$6,367,450 including employer contributions of \$5,838,714, earnings from investments of \$182,758, receipts from other funds as reimbursement for pro-rata share of joint expenses of \$288,635, and other income of \$57,343. Employees do not contribute to this plan.

YOUR RIGHTS TO ADDITIONAL INFORMATION

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

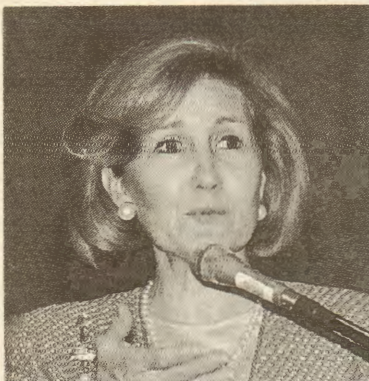
1. An accountant's report;
2. Assets held for investments;
3. Transactions in excess of five (5) percent of the fund assets;
4. Fiduciary information, including transaction between the plan and parties-in-interest [that is, persons who have certain relationships with the plan].

To obtain a copy of the full annual report, or any part thereof, write or call the office of the plan administrator, SIU PD Supplemental Benefits Fund, Inc., 522 Harrison Street, San Francisco, CA 94105; telephone number (415) 495-6882.

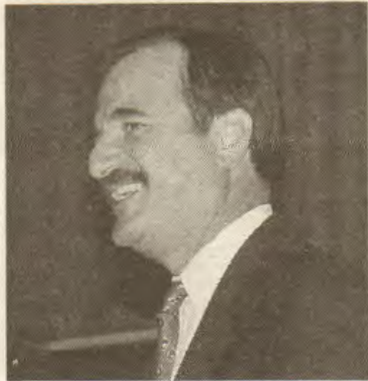
You also have the right to receive from the plan administrator, on request and at no charge, a statement of the assets and liabilities of the plan and accompanying notes, or a statement of income and expenses of the plan and accompanying notes, or both. If you request a full annual report from the plan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

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

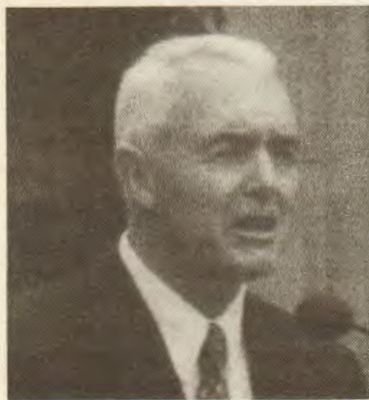
Merchant Mariners Remembered For Service in Foreign Conflicts



Sen. Kay Bailey Hutchison (R-Texas), head of the Surface Transportation and Merchant Marine Subcommittee, reaffirms her support for the U.S.-flag fleet.



Opening the Maritime Administration's National Maritime Memorial Day ceremony is the agency's acting director, John Graykowski.



Calling U.S. merchant mariners a valuable asset in the war against drugs is retired U.S. Army Gen. Barry McCaffrey, director of the Office of National Drug Control Policy.



Speaking at the MarAd event, Sea-Land VP Peter Finnerty reminds the audience the U.S.-flag merchant fleet is as vital today in peace as it was in times of previous conflicts.

Continued from page 24

ment in the Ocean Shipping Reform Act (S. 414) which now awaits action by the House of Representatives.

The chair of the Senate Surface Transportation and Merchant Marine Subcommittee predicted the full bill could be passed without any other amendments sometime in the summer.

Hutchison reaffirmed her solid backing for the U.S.-flag commercial fleet by stating she "would never do anything that isn't a benefit to our industry."

Sealift Remains Vital

Speaking on behalf of the U.S.-flag maritime companies, Sea-Land Vice President Peter Finnerty said the industry has to "remain on guard" for any attacks against it.

"Sealift is just as crucial and just as critical today as it was during World War II and other national emergencies," he point-

ed out. "U.S. merchant mariners remain trained and ready to respond to future emergencies aboard the U.S. merchant fleet."

"It is absolutely essential that our government and our industry do not waiver in seeing to it that that capability is maintained."

War on Drugs

Another effort employing merchant mariners is the battle being waged on the seas to curtail shipments of illegal drugs into the United States.

The nation's drug czar, retired U.S. Army Gen. Barry McCaffrey, who heads the Office of National Drug Control Policy, praised the work of ships like the joint U.S. Navy and SIU crewed *USNS Indomitable* for intercepting and capturing vessels attempting to bring illegal substances into the country.

The former military officer then saluted merchant mariners for their roles in supporting U.S.

New Orleans Seafarers Support Shipyard Workers



SIU members and officials in April participated in a rally near New Orleans for Avondale Shipyard Workers. Pictured from left to right, Chief Cook Pat Herron, OMU James Brown and OMU William Kelley prepare for the demonstration in support of the 4,100 shipyard employees, who still are awaiting their first union contract. Avondale workers voted in June 1993 to be represented by unions, but since then have faced constant obstructions by the company to sidestep negotiations for a first contract.

troops overseas.

"When the U.S. defends its obligations in global communities like Cuba and Somalia, when we do heavy lifting, we do it with the merchant marine," McCaffrey noted. "Without a question, if you deploy the military power of the U.S., you do it by sea and that means the U.S. merchant marine."

Retail Clerks International Union and the Amalgamated Meat Cutters and Butcher Workmen of North America.

Labor

CALENDAR

June

The Ladies Federal Labor Union Number 2703 was granted a charter from the American Federation of Labor (AFL) in 1888. Women from a wide range of occupations—clerks, bookbinders, candymakers, typists, dressmakers, music teachers, gum makers, laundresses, and others—were organized into the Illinois-based union. Its members were successful in coalescing women's groups interested in suffrage, temperance, health, housing, and child labor reform to win state legislation in these areas.

3 The International Ladies' Garment Workers' Union was founded in 1900 when delegates met, selected the union's name, picked out a union label, and elected officers.

4 The newly built AFL-CIO building, situated in full view of the White House, opened its doors in 1956.

7 In 1979, the historic founding convention of the United Food and Commercial Workers International Union brought together the

10 In 1963, the Equal Pay Act, which prohibits employers from paying different wages to women than men for the same job, was signed into law.

12 In 1904, 50,000 members of the Amalgamated Meat Cutters and Butcher Workmen employed in meatpacking plants walked off their jobs. Among their demands was equalization of wages and conditions throughout U.S. plants.

16 Eight local unions organize the International Fur Workers Union of U.S. and Canada in 1913. The union later merged with the Amalgamated Meat Cutters and Butcher Workmen.

17 Twelve trade unionists met in Pittsburgh, Pa. in 1936 to launch a drive to organize all steelworkers. This effort marked the birth of the United Steelworkers of America, then called the Steel Workers Organizing Committee (SWOC). By year's end, more than 125,000 joined the fledgling union, rallying to the \$5-a-day wage demand.

19 In 1942, the Ford Motor Company recognized the United Auto Workers.

20 The American Railway Union, headed by Eugene Debs, was founded in 1893. The next year, in a

strike against Pullman Co., the union was defeated by the use of injunctions and by federal troops sent to the Chicago area. Debs was imprisoned for violating the injunctions.

23 The antiworker Taft-Hartley Act was passed in 1947 over President Truman's veto. The act weakened unions and allowed states to exempt themselves from union requirements; 20 states immediately enacted antiunion open shop laws.

24 Agnes Nestor, president of the International Glove Workers Union in 1913 and longtime leader of the Chicago Women's Trade Union League, was born in 1880. She began working in a glove factory at age 14, working 10-hour days, six days a week.

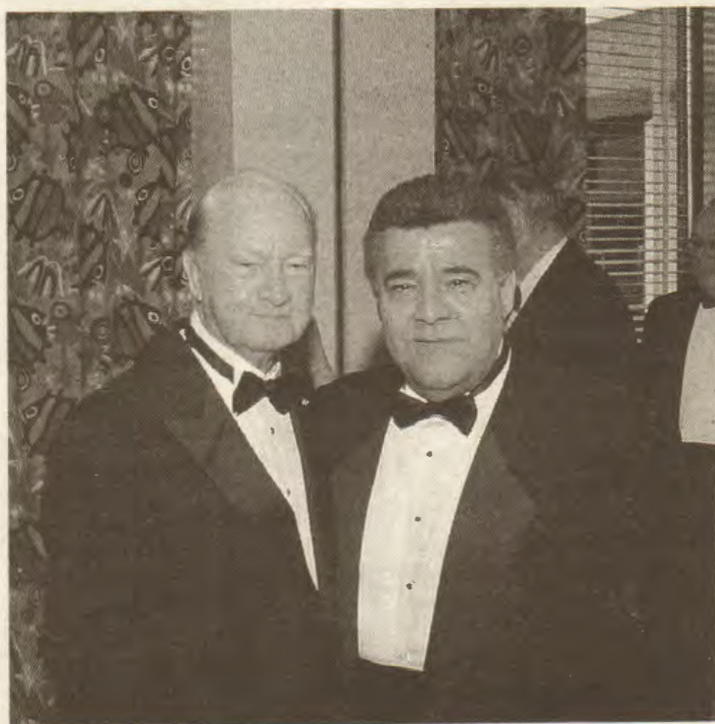
25 At the urging of black labor and civil rights leader A. Philip Randolph, who saw jobs opening up in defense plants but not being offered to blacks, President Franklin D. Roosevelt issued an executive order barring discrimination in defense industries in 1941.

27 The Industrial Workers of the World was founded in 1905.

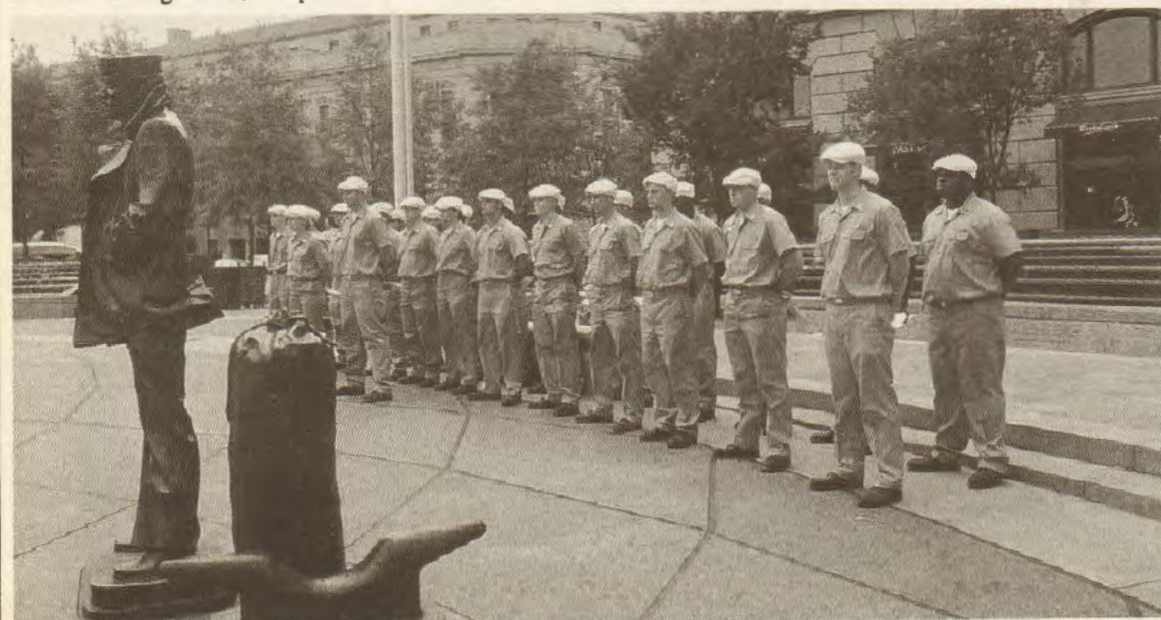
27 Anarchist, feminist, and labor activist Emma Goldman's birthday, in 1869.

28 President Cleveland signed the bill making Labor Day a national holiday in 1894.

ILA's Bowers Honored for Years of Service



SIU President Michael Sacco (right) congratulates ILA President John Bowers after the head of the longshoremen's union received the Port Everglades (Fla.) Seafarers' House Golden Compass Award. The honor is presented to individuals who dedicate their lives to improve the well-being of workers in the maritime industry. Sacco served as the master of ceremonies for the April 25 event.



Members of the Paul Hall Center's unlicensed apprentice classes serve as an honor guard for the U.S. Navy Maritime Memorial Day service in Washington, D.C.

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.)

Retirement Wishes To George McCartney

Congratulations to George McCartney on his upcoming retirement.

For those of us who have worked with and know George, his presence will be sorely missed.

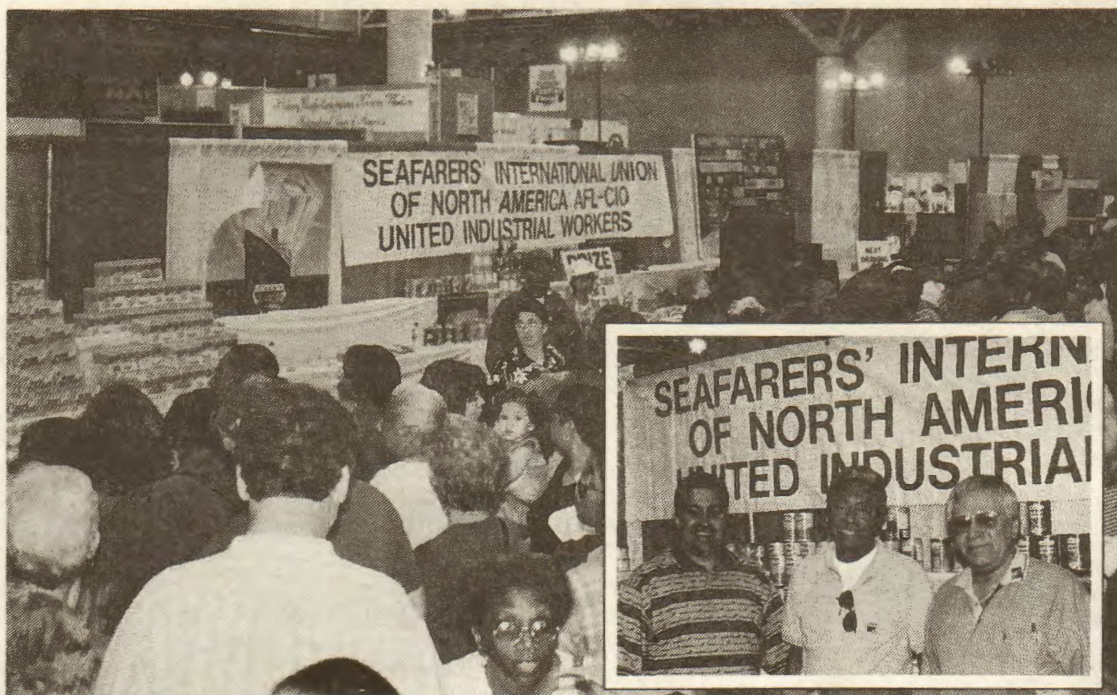
I am sure George will enjoy himself. Again, let me add my congratulations to the many others he will receive. He deserves them all. The best to him.

Paul J. McGaharn
Drexel Hill, Pa.

Hawsepiper Praises Quality of SIU Members

The last ship I was on, I lost 20 pounds. Now, I am gaining it all back on the HMI Petrachem. Chief Steward Colleen Mast runs a fine galley. We have had Suzanne Cake on here as chief cook; now it is Loicy Jones. They all do an excellent job. I've

Yearly Event Showcases Union Quality



More than 200,000 visitors, including 11,000 local students, attended the annual AFL-CIO Union Industries Show April 17-20 in New Orleans, and many of those guests visited the booth sponsored by the SIU and its affiliate, the United Industrial Workers (UIW). Hosted by a different city each year, the event showcases the outstanding quality of union-made goods and services through product samples, demonstrations, literature, prizes and more. Cruises on SIU-contracted Delta Queen Steamboat Co. vessels and numerous UIW products were featured at the SIU/UIW booth. Pictured in inset are (from left) SIU Secretary-Treasurer David Heindel, UIW National Director Steve Edney and UIW Great Lakes Region Vice President Bill Dobbins. Next year's show is scheduled for Atlantic City.

seen these steward department members go way out of their way to please the officers and crew on here, and I haven't had a bad meal yet.

In the deck department we have Kenneth McLamb as bosun. The star ABs are on my watch: Jun Sambo and Ismael Castillo. We've had some pretty good pumpmen as well, including Tracy Hill and Jimmie Thomas.

It makes me proud to be an SIU hawsepiper when I see people as capable and diligent as the ones on this ship.

James Hoban, Third Mate
HMI Petrachem

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.

What You Should Know About The Anthrax Vaccine

FACT: On March 3, 1998, the Secretary of Defense ordered all personnel—military and civilian—serving in the Persian Gulf to receive the anthrax vaccination as a protection against the possible misuse of the disease in times of war.

FACT: The anthrax vaccine was developed in the U.S. and England during the 1950s and early 1960s.

FACT: The anthrax vaccine is licensed by the U.S. Food and Drug Administration, manufactured in the U.S., and has been given routinely and safely since 1970.

FACT: Since 1971, the Food and Drug Administration has received only ONE (1) report of an adverse reaction. This reaction was traced to an infection caused by use of a dirty needle when the vaccine was injected.

FACT: The most common side effects of the vaccine are mild discomfort at the injection site, joint aches, and—in a few cases—nausea, appetite loss and headaches. Most people experience more side effects from common flu shots than from anthrax vaccines.

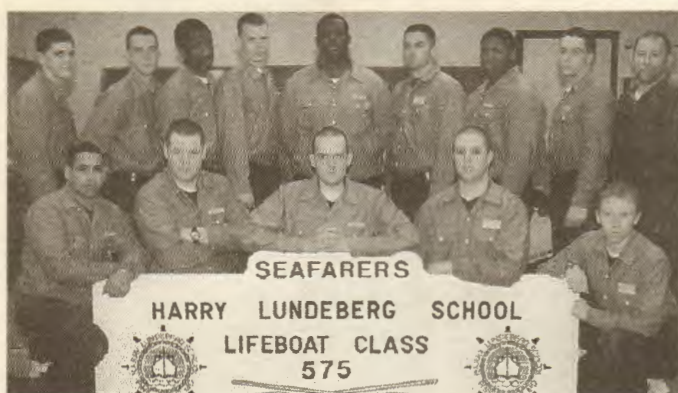
FACT: The anthrax vaccine is administered through six shots over an 18-month period, followed by annual booster shots.

FACT: The anthrax vaccine is administered by the OPP Medical Officer.

FACT: The anthrax vaccine is mandatory—except for those crew members and ships leaving the Persian Gulf area in 30 days AND NOT PLANNING TO RETURN. In other words, the vaccine will not be provided to crew members scheduled to sign off the ship and leave the Gulf within 30 days of arrival. Similarly, ships scheduled to remain in the Gulf less than 30 days since arrival will not be scheduled for immunization visits.

Also excused from taking the vaccine are those who are pregnant or have immune deficiencies or are over the age of 65. The vaccination has neither been tested nor FDA-approved for these groups.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 575—Graduating from trainee lifeboat class 575 are (from left, kneeling) Richard DeLaCruz, Jesse Sharp, Reese Kruse, John Arguello Jr., Jennifer Cronin, (second row) Anthony Reynolds, Erik Haik, Ameen Fuller, Steven Cluff Jr., Charles Valencia, Shane Landon, André Terrell, Peter Malone and Ben Cusic (instructor).



Advanced Refrigeration—Upgrading graduates of the April 23 advanced refrigeration class are (from left, kneeling) Jorge Bonelli, Stephen Harrington, (standing) Paul Pagano, Eric Malzkuhn (instructor), Brian Sengelaub and Nathan Hollander.



EPA Certification—Earning their EPA certificates as part of the Refrigeration System Maintenance and Operations class, the following Seafarers graduated on March 26: (from left, kneeling) Troy Fleming, John Fichter, Jaime Landeira, Evaristo Ginez, (second row) Steven Hoskins, George Habiger, George Phillips, Joel Trotter, Thomas Flynn and Eric Malzkuhn (instructor).



Diesel Engine Technology—Marking their graduation from the diesel engine technology class on April 28 are (from left, kneeling) Greg Shepard, William Summers, Jesus Pilare, John Schafer, (second row) David Vega, Troy Fleming, Richard Presson, Brian Wilder, Thomas Flynn, (third row) Al Herrmann, Ron Oyer (instructor), Stephen Roberts and George Phillips.



Able Seaman—Completing the AB class on April 2 are (from left, seated) Bonnie Spivey, Sanyboy Whiting, (second row) Scott Helgevoid, Thomas Higgins, Christopher Gibson and Tom Gilliland (instructor).



Government Vessels—Receiving their endorsements from the government vessels course on April 22 are (from left, seated) Sanyboy Whiting, Gabriel Williams, Ronald Miller Jr., Jerome Doods, Kim Tye, Fernando Ortega, (second row) Thomas Higgins, Joshua Faughn and Thomas Hale.



Upgraders Lifeboat—SIU members completing the upgraders lifeboat course on April 29 are (from left, kneeling) Abdulla Saeed, Christopher Amigable, Sindy Davis, Erni Lizada, Ludivico Castillo, (second row) Nasser Hussain, David Heim, Donald Lumpkins, Othman Saleh, Scott Helgevoid, Cecil Husted, Michael Williams, Monell Liburd and Ben Cusic (instructor).



FOWT—Earning their FOWT endorsements on April 2 are (from left, kneeling) Victor Carmon, John Flavin, Jerome Doods, Ronald Miller Jr., Angelo Valente, Asher Liss, Jimmy Rich, Michael Seyler, (second row) Chrispin Smith, Ricky Regenold, Wayne Pepper, Fernando Ortega, Thomas Hale, Mark Mosher, Mark Jones (instructor), (third row) Joshua Faughn, Jonathan Driggers, Phillip Dennis, James Van Dyke and Bryson Cutler. Not in the photo is Adnan Nasser.



Advanced Firefighting—Completing the advanced firefighting course on April 16 are (from left, kneeling) Louis Santiago, Mark Stabler, Patrick Carroll, Eddie Ponteres, Gary Hirsch, Monte Cross, (second row) Charles Brockhaus, Nestor Martinez, Patrick Maher, Joseph Welle III, Cynthia Caster, Peter Westropp, Charles Skeen, (third row) Anthony Hammett (instructor), Ursel Barber, Bernard Baker, Jeannie Wilson, Robert Goodson and Robert Hryuze.



Tanker Assistant DL—SIU members completing the tanker assistant DL course on April 9 are (from left, front row, sitting) Sara Barahona, Patrick Cleveland, William Maggio, Daniel Pappas, Tom Shaffer (instructor), (second row) Adam Hansen, Christopher Swanson, Hiawatha Williams, Davin Gillespie, Jose Zapata, Lewis Findley, Joshua Ryan, Dennis Maguire, (third row) Manuel Little, Ronald Holland, Abedon Lujan, Noah Bradford, Janaro Jackson Sr., Samuel Taylor III, Jeffrey Hardy, Keith Manzano Jr., (fourth row) Lewis O'Neal, Anthony Neathery, Tony Olaya, Linnell Coleman, Leporte Jasper, Richard Williamson, (fifth row) Randy Pasquarella, William Taylor, Matthew DeLang, Benjamin Vernon, Michael Scheir and Sean McDavitt.

LUNDEBERG SCHOOL 1998 UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	July 27 September 21	September 4 October 30
Radar Observer/Unlimited	July 13 August 24 September 28	July 24 September 4 October 9
Third Mate	August 24	December 11

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	July 27 September 21	September 4 October 30
QMED - Any Rating	September 7	November 27
Marine Electrical Maintenance II	July 13	August 21
Basic Electronics	August 10	September 4
Marine Electrical Technician I	September 7	October 2
Diesel Engine Technology	July 20	August 28
Hagglund Crane	September 7	October 16
Pumproom Maintenance & Operations	July 13	August 7
Third Assistant Engineer	September 21	December 11

Steward Upgrading Courses

Course	Start Dates Only
Galley Operations/Certified Chief Cook/Advanced Galley Operations/Chief Steward	July 13, July 27, August 10, August 24, September 7, September 21

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/Assistant (DL)	July 20 August 17 September 14	August 8 September 5 October 3
LNG Familiarization (includes 2 weeks of firefighting, beginning June 22)	July 6	July 10
Basic Firefighting	July 13 August 10 September 7 September 21	July 18 August 15 September 12 September 26
Advanced Firefighting	July 27 August 3 August 31	August 8 August 15 September 12
Government Vessels	July 13 August 10 September 7	July 31 August 28 September 25
Water Survival	July 13 August 10 September 7	July 25 August 22 September 19

Recertification Programs

Course	Start Date	Date of Completion
LNG Recertification (includes 2 weeks of firefighting, beginning August 3)	August 17	August 21
Bosun Recertification	July 27	September 8

Academic Department Courses

Course	Start Date	Date of Completion
High School Equivalency Program (GED)	September 21	December 12
General Education Courses	September 8	October 16
Introduction to Computers	Self-study	

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member ☐

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes ☐ No ☐ Home Port _____

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

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

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

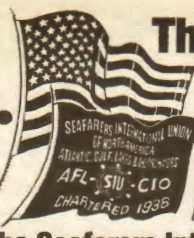
Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

6/98



The

Volume 60 Number 6

June 1998

Seafarers Log

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

SEAFARERS

Have you planned your summer vacation yet? The Lundeberg School can provide you and your family with an excellent vacation site.

For details and rates, see page 14.

Ensure a Strong Future U.S. Fleet To Repay Those Who Sailed Before

Maritime Day Speakers Look Ahead While Honoring the Past

Looking ahead to the next century of U.S.-flag ships sailing on the high seas served as the central theme at Maritime Memorial Day gatherings in Washington, D.C. on May 21.

The annual ceremonies to honor those merchant mariners who lost their lives in service to the country were conducted by the Maritime Administration (MarAd) and U.S. Navy while a Capitol Hill luncheon featuring the chair of the Senate Surface Transportation and Merchant Marine Subcommittee was sandwiched in between.

"The proudest honor we can pay those who have gone before us is to make sure America has a strong, viable U.S.-flag merchant marine in the next century," stated SIU President Michael Sacco, one of four speakers during MarAd's event.

Sacco pointed out how all aspects of the U.S.-flag maritime industry—MarAd, the Department of Defense, private industry and labor—are working together to provide a strong commercial fleet in the years to come.

'Renewed Excitement'

"In fact, although we face many obstacles, this is truly a time of renewed excitement and opportunity in the shipbuilding and seafaring industries," he told the audience of government officials, military officers and industry personnel.

He pointed out how American shipyards are again building commercial vessels, with container ships, tankers and cruise vessels on their drawing boards.

"Also, in the past year, we have seen on several occasions a sight many believed impossible in the late 1990s. This is commercial vessels taking down their foreign flags and replacing them with the Stars and Stripes," he added.



Gathering around MSC Commander VADM James Perkins, SIU President Michael Sacco and DOT Secretary Rodney Slater, are members of the Paul Hall Center's unlicensed apprentice classes.

"We are making slow but steady progress. And with every step we gain, the nation as a whole benefits."

Continue to Cooperate

Following the same theme, Transportation Secretary Rodney Slater first paid his respects to those who died serving America aboard U.S.-flag merchant ships. Then, he also called for continued cooperation among all aspects of the transportation industry for the nation to compete successfully in the global economy.

"It is important for us to reflect on the past and the strong foundation on which we stand," stated the secretary. "But it is also important for us to gaze ourselves toward a future and the limitless possibilities yet to be realized."

He noted the country's growth from its beginning has been directly related to the nation's growth in waterborne commerce.

"And it is said that in but two decades our waterborne commerce will more than double," Slater said. "As we prepare to

meet America's mobility needs in the 21st century, we remain committed to a robust maritime presence."

He reminded the audience of the U.S.-flag commercial fleet's ties to the military.

"Sea power is as vital to America's defense today as it was at the birth of the nation. The Ready Reserve Force is more ready than ever before to meet the surge of sealift requirements whenever such a requirement is necessary. The Maritime Security Program ensures that we will continue to have loyal, well-trained merchant mariners to answer the nation's call by

providing for the continued U.S.-flag presence in our commercial trades."

Support for Military

The head of the U.S. Navy's Military Sealift Command (MSC) recounted several extraordinary stories of mariners who served above and beyond the call of duty during World War II, including a great uncle of his who sailed multiple times on the Murmansk Run.

"That merchant marine performance, those heroic traditions, those high standards, that work ethic continues today," declared Vice Admiral James B. Perkins.

MSC commander.

"American merchant mariners are making a difference. American merchant mariners are critical to our national defense and to this maritime nation. They are a national treasure."

He went on to say, "We cannot let them become an endangered species. They are a resource which must be nurtured and sustained. And that nutrition and sustenance must cause us to rise above our individual agendas and parochial interests and pull together to get the job done."

Like Sacco, the admiral equated ensuring a strong merchant marine in the future as repayment for the jobs performed by those who sailed before them.

Veterans' Status

Senator Kay Bailey Hutchison (R-Texas) reminded the Capitol Hill audience of the Washington, D.C. chapter of the Propeller Club that the Senate recently recognized mariners who sailed between August 15, 1945 and December 31, 1946 for veterans' status.

She praised Senate Majority Leader Trent Lott (R-Miss.) for his work to include the amend-

Continued on page 20

Presidential Proclamation for National Maritime Day 1998

The United States is and has always been a maritime nation. Our history is tied to the sea - from the Santa Maria to the Mayflower, from the clipper ships to the ocean liners, from the Liberty ships of World War II to the huge, efficient container ships of the 1990s - and our development as a nation has paralleled the growth of waterborne commerce.

As we look forward to the challenge of the 21st century, we continue to rely on our nation's maritime industry and the U.S. merchant marine to keep America competitive in an increasingly global economy. Ships and barges carry more than one billion tons of commercial cargo annually between ports within our nation. Internationally, more than 95 percent of our imports and exports by weight are transported on water - a total of more than one billion metric tons of cargo each year.

We also depend on America's maritime industry and merchant marine to fill a crucial role in protecting our national interests and the security of our allies. Throughout our history, in times of conflict or crisis, the owners, operators and crews of U.S.-flag commercial vessels have provided vital sealift capability in support of our armed forces, advancing defense, peacekeeping and humanitarian missions across the globe.

Our maritime industry has made many important contributions to the economic strength and defense capability of our nation, and my administration has worked with the Congress to implement new approaches to ensure the industry's continued viability. Our National Shipbuilding Initiatives are helping to improve the competitiveness of America's maritime industry by seeking to eliminate foreign subsidies, assisting the industry's international marketing efforts, eliminating unnecessary government regulations and enhancing private sector financing of shipbuilding through federal loan guarantees. Under the Maritime Security Program, the federal government contracts with owners and operators of U.S.-flag vessels to supplement our military sealift capability and gains access to a fleet of modern commercial ships and the sophisticated intermodal transportation system that supports it. Together, these programs protect our nation's economic interests and our national security by ensuring that U.S.-flag vessels will always sail in the sea lanes of the world.

In recognition of the importance of the U.S. merchant marine, the Congress, by a joint resolution approved May 20, 1933, has designated May 22 as "National Maritime Day" and has authorized and requested the president to issue annually a proclamation calling for its appropriate observance.

NOW, THEREFORE, I, WILLIAM J. CLINTON, president of the United States of America, do hereby proclaim May 22, 1998 as National Maritime Day. I urge all Americans to observe this day with appropriate programs, ceremonies and activities and by displaying the flag of the United States at their homes and in their communities. I also request that all ships sailing under the American flag dress ship on that day.

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

William J. Clinton
May 21, 1998



A permanent marker (inset) beneath an evergreen tree in Arlington National Cemetery pays tribute to the nation's merchant mariners.