



The

Volume 60 Number 8

August 1998

Seafarers Log

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

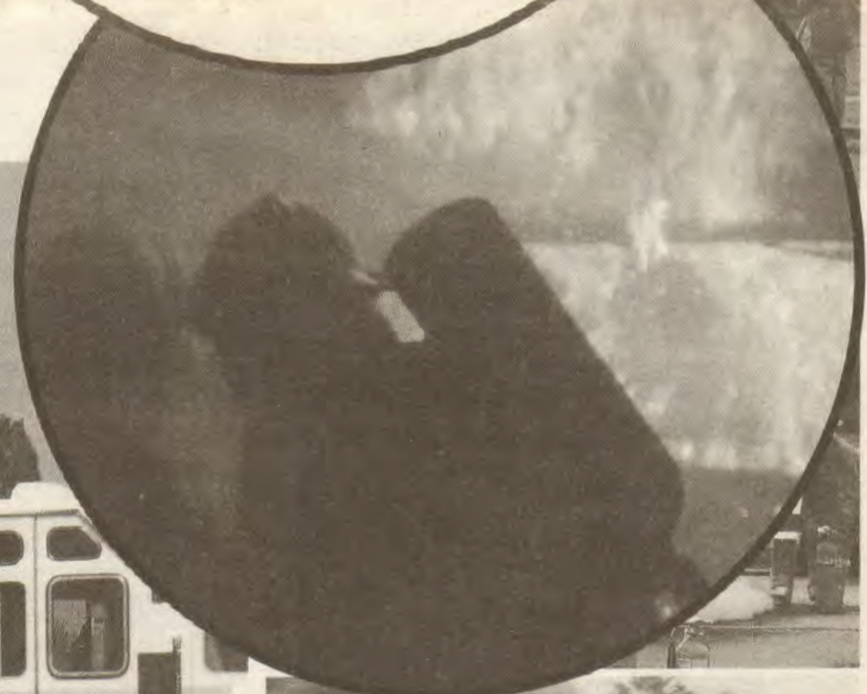
Building for the Future



SIU, Paul Hall Center Announce Fire Fighting/Safety School

Pages 3, 12, 13

A ceremonial groundbreaking accompanied the announcement of the new fire fighting and safety complex in Piney Point, Md. Taking part in the celebration are (from left) Unlicensed Apprentice Jomo Young; Seafarers Plans Administrator Lou Delma; Paul Hall Center Health and Safety Director Jimmy Hanson; Bay Ship Management Labor Relations Director Joseph Cecire (representing the Paul Hall Center trustees); SIU President Michael Sacco; and Judy Sacco, widow of Joseph Sacco.



President's Report

Building for the Future

Everybody wants to know what is going to happen to them, their families and their friends in the years to come. In fact, many people would pay a steep price to possess a crystal ball that could look into the future.



Michael Sacco

Seafarers don't have to go to such an extreme. By reading the *Seafarers LOG* and attending union meetings on a regular basis, you know about the new vessels under SIU contracts which are providing new jobs for the membership. You know about the changes in training and documentation required not just of Seafarers, but of all mariners now and down the road. You know of the efforts by SIU-contracted companies that are working out their strategies for the 21st century for sailing under the U.S.-flag with Seafarers aboard.

The SIU has not been wondering about what will happen. It has been aggressively planning for tomorrow and the many more tomorrows to come.

The latest example of looking out for the future needs of our members came last month with the groundbreaking ceremony for one of the world's largest firefighting schools dedicated to marine-related blazes.

When this facility opens in 1999, it will be the most up-to-date, complete training site for Seafarers, no matter if they sail deep sea, inland or on the Lakes. This school will have it all.

As reported in this issue of the *LOG*, the multi-acre facility will be composed of both classrooms and hands-on training areas. At one central location, we will have structures to simulate potential fire conditions that could occur on any type of vessel.

Students will be able to work in a full-size bilge, in a smoke-filled maze or on a helicopter pad. They will have a site to battle small fires with various types of extinguishers. They will be able to tackle blazes using fire hoses found on ships.

In other words, they will receive training for whatever conditions they may face.

And, unlike those long sleepy bus trips to New Jersey taken by so many of our members in years past, this new facility is being built on property already owned by the Paul Hall Center in Piney Point, Md.

One other benefit of this facility is it will be adaptable to meet the future firefighting needs of Seafarers in the next century. It specifically will allow for expansion.

This is a massive project to make sure SIU members remain the best-trained, safest mariners in the world.

Appropriately, the trustees of the center have named this facility in memory of a person who truly dedicated his life to improving conditions aboard ship and at home for all Seafarers: our late executive vice president, Joseph Sacco.

Joey believed in this union and constantly worked for the membership. He knew the SIU had to plan for the future and not rest on past or present accomplishments.

He understood that training and upgrading played a significant role and pushed to make sure the Lundeborg School at the Paul Hall Center remained the leader in the maritime industry. Joey was a driving force behind the school since its origin. He would be very proud of this new firefighting facility—then he would ask what's next.

To answer that question, the SIU continues working for the future—more ships, upgraded training and new union halls. The union is working on many different fronts to make sure there will be plenty of jobs for our members.

We are on the move and have no intention of sailing in somebody else's wake.

Herbert Brand

The SIU and the whole U.S.-flag maritime industry lost a truly great friend when Herb Brand passed away on June 26.

Herb was a fighter. When he believed in a cause, he wouldn't stop until he won. And he believed in the men and women who crewed the vessels of the U.S.-flag fleet.

He came on board with the SIU right after World War II. While his official title with the union was public relations director, he was much more than that. He was a confidant and advisor to Paul Hall, who had the vision to make the SIU what it is today.

Herb also was a visionary. He always could see great things for this union. When I became president 10 years ago, he was one of the first people I sought for advice. I continued to respect his ideas and knowledge until the day cancer took him from us.

He will be missed by all of us, but his fighting spirit will live on.

MarAd Rescinds RRF Awards Seafarers to Continue Working Under Extended Contracts

Less than a month after announcing the awarding of contracts for operating vessels in the Ready Reserve Force (RRF), the Maritime Administration (MarAd) was forced to rescind all the pacts and start a new bidding procedure.

What this means for Seafarers is they will continue to crew the vessels and work under the contracts that were due to expire this year.

"An announcement has been sent to all SIU-crewed RRF ships that Seafarers are to remain on their ships and continue performing their duties until further notice," stated SIU Vice President Contracts Augie Tellez.

"This process of re-bidding will take some time. We will keep the members informed on what is happening," he added.

Following the announcement of the new contracts for the 89-ship fleet on June 12, MarAd had to rescind the bids in early July after the Department of Transportation agency discovered "an error in the debriefing process," according to its press release.

In explaining the reason for rescinding the awards made in June, MarAd officials said several companies had filed complaints about the bidding procedure.

An independent review uncovered some problems with the system, so the agency canceled its June awards and reopened the bidding process.

According to the MarAd statement, "Contract awards were inadvertently made contrary to a specific condition contained in an offer, and the resulting awards were therefore improper. This error affected several awardees and non-selected companies and potentially compromised the entire best-value decision."

Newspaper articles state the new bidding process could take as long as nine months before operating contracts are announced.

RRF vessels are used by the U.S. armed forces in times of surge shipping. They are owned by the government but operated by private companies who employ American merchant mariners.

The vessels of the fleet are kept in various states of readiness, with some able to sail at a moment's notice. The fleet includes tankers, roll-on/roll-offs, breakbulk and auxiliary crane ships.

RRF ships have been broken out several times during the 1990s with the most extensive use of them coming during the Persian Gulf War.

Senate Committee Approves Hart as Maritime Administrator

President Clinton's nominee to become head of the U.S. Maritime Administration cleared the Senate committee charged with oversight of the Department of Transportation agency.

Clyde J. Hart was approved to be the next maritime administrator by the Senate Commerce, Science and Transportation Committee during a voice vote on July 9. His nomination now goes before the full Senate for consideration.

Once approved by that body, Hart can be sworn in. No date for Senate action has been announced.

Hart serves as the senior Democratic counsel for the Senate Surface Transportation and Merchant Marine Subcommittee, which is part of the full Commerce, Science and Transportation Committee. He is scheduled to succeed retired U.S. Navy Vice Admiral Albert Herberger, who resigned in June 1997. John Graykowski has been serving as acting maritime administrator since Herberger left.

Hart, a New Jersey native, joined the subcommittee staff in 1994. He has worked on such maritime-related legislation as the Maritime Security Act of 1996 and the Intermodal Surface

Transportation Efficiency Act (ISTEA), which is designed to link the country's transportation modes.

From 1980 to 1994, he worked with the Interstate Commerce Commission, including three years as counsel to its chairman. He holds a law degree from Catholic University and a master's degree from George Washington University.



Clyde Hart

Support Continues to Grow For WWII Veterans' Status

More members of the House of Representatives have added their names as supporters of a measure to extend World War II veterans' status to U.S. merchant mariners who sailed between August 15, 1945 and December 31, 1946—the date set by President Harry Truman as the end of hostilities.

As of mid-July, 284 members (almost two-thirds of the body) had signed on as sponsors to H.R. 1126, a bill which would extend the dates for mariners. Representative Lane Evans (D-Ill.) introduced the measure to correct part of a 1988 ruling that first recog-

nized World War II-era mariners as veterans. That decision stated any mariners sailing between December 7, 1941 and August 15, 1945 would receive veterans' status. However, the cutoff for members of the Army, Navy and Marines to be World War II veterans is December 31, 1946.

A similar measure was introduced in the Senate by Majority Leader Trent Lott (R-Miss.). It was adopted as an amendment to the Ocean Shipping Reform Act (S. 414), which cleared the Senate in April. That bill is awaiting action by the House.

Sealift Panel Meets in Camp Springs



SIU President Michael Sacco welcomes members of the National Defense Transportation Association's (NDTA) Military Sealift Committee to union headquarters in Camp Springs, Md. on June 30. The committee, of which the SIU is a founding member, meets regularly across the country to discuss, and provide recommendations for, issues relating to national security and sealift readiness. Its chairman is James Henry of the Washington, D.C.-based Transportation Institute. The NDTA is a non-profit research and education organization composed of military and government officials as well as civilians from defense-related industries. Flanking Sacco are U.S. Navy Rear Adm. Richard Naughton of the U.S. Transportation Command (left) and former Maritime Administrator Albert Herberger.

Volume 60, Number 8

August 1998

The SIU on line: www.seafarers.org

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



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

Copyright © 1998 Seafarers International Union, AGLIWD All Rights Reserved.

Center Unveils Fire Fighting School

Early '99 Opening Planned for State-of-the-Art Facility

The SIU and the Paul Hall Center for Maritime Training and Education last month announced



More than 100 people attended the ceremonial groundbreaking last month in Piney Point, Md., including representatives of SIU-contracted companies, the U.S. Coast Guard, the U.S. Maritime Administration, local fire and rescue personnel, Seafarers, employees of the Paul Hall Center and other guests. Above: SIU President Michael Sacco begins the dedication.

plans for a major addition: the Joseph Sacco Fire Fighting and Safety School, projected to open in early 1999.

The facility will be built on school property near the Paul Hall Center's main campus in Piney Point, Md. Its estimated cost is \$1 million, with funding coming primarily from the International Transport Workers' Federation.

Seafarers will take basic and advanced firefighting, water survival, first aid and CPR, damage control and confined-space safety training at the six-building complex.

"This is a very special day," SIU President Michael Sacco said during a ceremonial groundbreaking July 16. "The Joseph Sacco Fire Fighting and Safety School is all about the future job security and employment opportunities of all SIU members. Safety training is important in its own right, but it's also a requirement for more and more of our jobs."

"This school will give Seafarers the chance to meet those requirements in a facility that is second to none."

Construction is expected to begin in the very near future, possibly as early as this month.

The school is designed to virtually duplicate shipboard envi-

ronments, including types of fires that could occur on vessels. Its buildings will house replicas of an engine room, galley, lounge and fo'c's'le. Also included will be a two-story maze with moveable partitions, classrooms, outdoor training pads, a compressor room, shower facilities and other features.

"The biggest plus may be the mix of hands-on training and classroom instruction that this school will make possible," noted Jimmy Hanson, director of health

For detailed coverage of the dedication of the Joseph Sacco Fire Fighting and Safety School, see pages 12 - 13.

and safety at the Paul Hall Center. "Instead of four days in a classroom and one day of practical exercises, we can go directly back and forth after each lesson. This also will help the school in design-

ing company-specific training."

Bill Eglinton, director of vocational education at the school, said the new complex will enable the Paul Hall Center to "essentially provide one-stop shopping for the members in terms of their safety training. Everything they're required to take, they can get at this school."

The facility is named after the late SIU executive vice president who passed away in October 1996.

Board Tackles Training Regs

Industry Advisory Group Focuses on International Requirements

Implementing the evolving training requirements for mariners and efficiently tracking individual Seafarers' certifications for those regulations were two of the main topics analyzed last month during the second joint meeting of the Paul Hall Center for Maritime Training and Education's deep sea and inland advisory boards.

The group also tackled numerous other subjects during the July 16-17 session at the center in Piney Point, Md. STCW issues, vocational and academic training available at the center's Lundeberg School of Seamanship, year 2000 concerns, shipboard familiarization videotapes

produced by the school, and cohesiveness within the maritime industry were some of the agenda items addressed by the more than 100 people in attendance.

Representatives of SIU-contracted deep sea, Great Lakes and inland companies; the U.S. Coast Guard and its National Maritime Center; the U.S. Maritime Administration; the U.S. Military Sealift Command; the National Transportation Safety Board; the SIU and the Paul Hall Center participated in the annual conference. This marked the second joint meeting of the advisory boards. In years past, they had met separately.

SIU President Michael Sacco opened the meeting by observing that the board's purpose "is to meet the changing needs of our industry."

He noted the "unprecedented level of cooperation that now exists between labor, management, the Coast Guard and other government entities. This group is an example of that cooperation, and it's one reason why the SIU and the Lundeberg School are able to keep up with the changing times within our field. The reason we've been successful is that we've worked together as a team."

In addition, he pointed out the solid support for the U.S. merchant marine that exists in Congress and the administration. "Our government honestly and truly believes we need a strong merchant fleet—owned by Americans and crewed by Americans, as the fourth arm of

defense. With this kind of support and cooperation, I know this industry will grow by leaps and bounds."

SIU Vice President Contracts Augie Tellez reminded the board that training has reached an unprecedented level of importance, and the Paul Hall Center "tailors its courses to deliver a specialized product of manpower to your particular segments of the industry. This school is here to help you meet your needs and ensure you have the best-qualified people on your equipment."

Following an initial meeting, the board met in four subcommittees. They discussed forming an industry consortium to establish auditing standards for validating training records and helping ensure compliance with STCW, the International Safety Management Code and other regulations. They talked about alternative means of compliance with assessment regulations; reviewed the upcoming proposal from the U.S. to the IMO for minimum physical standards for mariners worldwide; assessed the school's crafting of an entry-level training program for inland Seafarers; and studied complex tonnage issues impacting the industry.

"I'm impressed with the vision I see at the Paul Hall Center," said Vincent Cantwell, chairman of the Human Factors Group.

John Torgersen, director of quality and safety at Bay Ship

Continued on page 8

Senator Offers Legislation To Rebuild U.S. Cruise Fleet

A new bill presented to the U.S. Senate last month would allow foreign-built cruise ships to enter the U.S. domestic market provided the vessels reflag to fly the Stars and Stripes and employ American citizen crews with the operators agreeing to build replacement bottoms in U.S. shipyards.

The measure's sponsor, Senator John Breaux (D-La.), said his legislation is designed to develop "a United States cruise vessel industry and generate numerous economic benefits for our country through the operation of United States-flag cruise vessels between American ports."

The bill, which has been designated as S. 2290, has the support of the SIU.

"We look favorably upon this measure because it would create new jobs for American mariners and new shipbuilding opportunities for American shipyard workers," noted SIU President Michael Sacco.

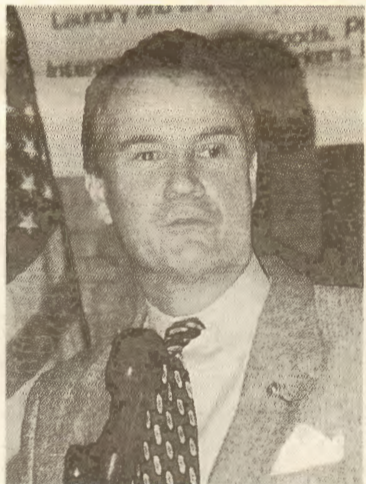
Under the terms of this legislation, a foreign-built cruise vessel could enter the U.S. coastwise market if and when the ship is brought up to U.S. standards,

becomes registered in the United States and employs American mariners. In doing this, the people or companies operating the vessel must agree to build a replacement vessel in a U.S. shipyard with not less than 75 percent of the foreign-built ship's stateroom capacity.

The measure forbids the introduction of a foreign-built ship into a market already served by a U.S.-flag cruise vessel. The foreign-built bottom must leave the market no later than two years after delivery of the last U.S. constructed vessel called for in the contract.

In presenting his bill to the Senate, Breaux stated, "As strongly as I am committed to helping ports in my state of Louisiana and throughout the country attract and benefit from increased cruise vessel operations, I am equally convinced that we will not achieve the full measure of these economic benefits if we simply allow foreign-flag passenger vessels to operate between America's ports."

"Rather, I believe we should be directing our efforts to develop a large, modern and competitive cruise vessel fleet comprised of



Sen. John Breaux is seeking to rebuild the U.S.-flag cruise ship industry in the bill he introduced last month.

vessels built in the United States, operated under the United States flag and crewed by United States citizens. Otherwise, we would simply be allowing foreign companies and foreign workers to receive all the privileges and benefits that come with operating in the United States domestic trades without any of the associated and resultant obligations and responsibilities we impose on American companies and American workers," the senator pointed out.

S. 2290 has been sent to the Senate Commerce, Science and Transportation Committee for consideration. That committee already has before it two pieces of legislation designed to cripple the Passenger Vessel Services Act (the nation's passenger cabotage law) by allowing foreign-flag cruise ships to transport U.S. citizens between domestic ports along America's coastlines. The Senate was expected to discuss the cruise vessel bills during a meeting scheduled for late July.



Representatives from many segments of the industry attended the advisory board meeting, including the Paul Hall Center, the SIU and its contracted companies, the U.S. Coast Guard and its National Maritime Center, the Military Sealift Command, the Maritime Administration, the National Transportation Safety Board and others.



Please be advised that SIU headquarters and all SIU hiring halls will be closed on Monday, September 7, 1998 (unless an emergency arises) for the observance of Labor Day. Normal business hours will resume the following workday.

SIU Members Crew USNS Watson

RO/RO Joins MSC's Prepositioning Force

New jobs for SIU members arrived in San Diego, as Seafarers in late June crewed the *USNS Watson*.

National Steel and Shipbuilding Company (NASSCO), which built the *Watson*, conducted a brief ceremony marking the vessel's initial crewing. Seafarers, SIU officials and other guests

took part in the observance.

The 950-foot, roll-on/roll-off prepositioning ship is operated for the U.S. Military Sealift Command (MSC) by Maersk Line Limited of Norfolk, Va. It is one of eight such vessels being constructed for MSC.

The *Watson* will carry U.S. Army vehicles, supplies and other

equipment. Its primary cargo will be transport items such as tanks, helicopters, armored personnel carriers, tractor-trailers and high-mobility military vehicles, known as HMMVs. It also may be used to provide stores for surge sealift support of remote military actions.

The vessel is named after U.S. Army Private George Watson, a posthumous recipient of the Medal of Honor for heroic actions off the coast of New Guinea in 1943. It will be strategically prepositioned near areas of potential conflict. As with other ships in MSC's Afloat Prepositioning Force, it will be fully loaded and ready to sail at a moment's notice.

The first crew of Seafarers aboard the *Watson* are Bosun Ray Wilkes, ABs Henry Peterson, Sam Wooten, Raymond Henderson, Edward Miller and David Joseph, OSs Joseph Lackey, P. Drew and Richard Gathers, QMEDs Thomas Eastwood, Philip Zalewski and John Penrose, OMUs Angelo Valente, Phil Dennis and Andrea Simmons, DEU Anthony Neathery, Steward/Baker Tyrell Green, Chief Cook Javier Delosreyes and SAs Roy Warren and Saleh A. Saleh.



SIU Vice President West Coast Nick Marrone (right) joins crew members of the *USNS Watson* for the ceremony in San Diego marking the prepositioning ship's initial crewing.



Future job opportunities for Seafarers are evident at NASSCO, where construction of another *Watson*-class ship is well under way.

Pathfinder Is Latest Addition To SIU-Crewed Lakes Fleet

Seafarers in the Great Lakes division welcomed new job opportunities earlier this year when the tug-barge unit *Pathfinder* entered the region's stone trades.

SIU members crewed the converted self-unloader for fitout in March, and since then the vessel has contributed to a cargo boom on the Great Lakes. According to the latest available statistics, the stone trades are up more than one million net tons compared to 1997—which itself was a modern benchmark.

Operated by Interlake Transportation, Inc., the *Pathfinder* is 606 feet long and probably will carry slightly less than 24,000 tons of cargo per voyage this season. The former *J.L. Mauthe* will transport mainly limestone and gypsum.

Converted last year by Bay Shipbuilding Co. of Wisconsin, the *Pathfinder* now features the latest shipboard technology, including computer-controlled variable pitch on the tug's twin propellers and a fully automated cargo hold that not only monitors cargo on the belt, but also regulates it by automatically opening and closing the gates.



New job opportunities for SIU members in the Great Lakes division became available when the *Pathfinder* joined the Seafarers-crewed Lakes fleet earlier this year.

New Prescription Plan Scores with Pensioners

SIU pensioners already are taking advantage of the new prescription program offered last month by the Seafarers Welfare Plan.

"This card will be a tremendous help for all of us," noted retired QMED Bill Drew, who lives in Morehead City, N.C. "This means I'll have a few extra dollars in my pocket at the end of the month. It's great the union is watching out for us."

Retirees who qualify for the program began receiving via mail credit card-size plastic documents bearing the SIU ship's wheel logo in early July. Beneath the SIU emblem is information on the pensioner needed by a pharmacist to process a prescription claim with National Prescription Administrators, Inc. (NPA), who is running the program for the plan.

"So far, the response from the pensioners has been very good," stated Lou Delma, administrator for the Seafarers Welfare Plan.

NPA has been in existence since 1978. It has more than 50,000 drug stores participating in its services across the country.

Along with the cards, pensioners received a list of drug stores in their home states that honor the NPA program. Through NPA, retirees also can order their medications through the mail.

Pensioners who have not received their card or have any questions about the new program can call the Seafarers Welfare Plan at 1-800-252-4674.

SEATU Delegates Urge Increased Organizing, Educational, Political Efforts

SIU Affiliate Holds First Convention

Delegates to the first ever convention for the Seafarers Entertainment and Allied Trades Union (SEATU) called for increased organizing efforts, more educational opportunities and continued political action during their two-day meeting last month.

Held at the Paul Hall Center in Piney Point, Md., the convention allowed union members from around the country to meet one another and discuss similar situations they find in their trade.

SEATU, which is affiliated with the Seafarers International Union, represents workers in a wide variety of occupations aboard riverboat gaming vessels and shoreside operations. The union was founded in 1995 and represents several thousand people.

"Look at how far you have grown in just three years," SIU President Michael Sacco told the delegates in his welcoming address. (Sacco was reelected president of SEATU during the convention.)

"Organizing has been the key and we will continue to bring

more workers under the union banner," Sacco added.

Training and education have been a major focus at SEATU-contracted operations. Instructors from the Paul Hall Center regularly go to the union shops to conduct classes in firefighting, food handling, workplace safety and other subjects for union members.

However, the convention provided most of the delegates with their first look at the southern Maryland training facility.

Stephanie Lee, a delegate from Lawrenceburg, Ind., said, "This place is great. I can't wait to tell the others what they have to offer here."

Noted Dennis Rispone of Baton Rouge, La., "I never expected to see all this. The center has so much to offer all of us."

Among the several resolutions adopted by the delegates was one that called on the union to continue to improve its political activity.

The delegates were reminded that it took governmental action to permit gaming vessels. They also heard how federal, state and local laws affect their jobs on a daily basis.



SEATU delegates show their approval of a resolution calling for expanded educational opportunities for the union members.



In welcoming the SEATU convention to the Paul Hall Center, President Michael Sacco urges delegates to help organize more non-union sites so the union may continue to grow.

The delegates urged SEATU members to "remain active in the political arena" including working with family, friends and neighbors to inform them about issues and concerns that deal with working people.

The convention approved a resolution calling for the continued preservation of the nation's cabotage laws—the Passenger Vessel Services Act and the Jones Act—stating, "the needs and concerns of American workers as well as the general welfare of the United States must always be placed ahead of the greed of foreign-flag interests."

Other statements discussed and passed by the delegates included support for union brothers and sisters in their struggles, a call to buy union-made products, support for a living wage for workers and a need for utility deregulation measures that will protect working families and small businesses.

Besides their work at Piney Point, SEATU delegates were able to visit Capitol Hill and meet with elected officials and their staffs.

Congress Urges Closer Work With U.S. Delegation to IMO

SIU Calls for Global Enforcement Of Agency's Training Convention

The chairman of the subcommittee charged with overseeing the U.S. Coast Guard called upon the agency to work more closely with the members of the panel as well as the whole Congress when working on agreements with the International Maritime Organization (IMO).

Representative Wayne Gilchrest (R-Md.), who heads the House Coast Guard and Maritime Transportation Subcommittee, urged the Coast Guard to work with the panel to form "a plan which would allow Congress to become more involved with the U.S. delegation to the IMO. Since Congress must ultimately approve and implement the agreements reached at the IMO, it would be helpful to have us involved in the decision making process from the beginning."

Gilchrest made his comments during a subcommittee hearing in late June. Testifying at the meeting in support of the United States' continued participation in the IMO was the SIU's political action and governmental affairs director, Terry Turner.

Gilchrest commended the IMO as "the most efficient of United Nations' (UN) agencies" and added that "Congress needs to back up U.S. presence in this most important arena."

The IMO, which is chartered by the UN, works to promote safety in shipping and prevent marine pollution from vessels.

Turner testified in strong support of the nation's continued participation in IMO activities. Illustrating the value of such efforts, he told the subcommittee about the union's very active work with the IMO's Maritime Safety Committee—particularly throughout the revision of the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW) and the subsequent implementation of new regulations affecting merchant mariners worldwide. Additionally, Turner credited the Coast Guard for doing



Terry Turner, SIU director of political action and governmental affairs, states the union's support for ongoing U.S. work with the IMO.

an excellent job in leading the U.S. delegation in this push.

Further, he expressed the SIU's support for the revised STCW convention, but cautioned that all of the signatory nations must enforce the agreement properly in order for it to have maximum effectiveness.

"There is no question that U.S.-flag operators find it difficult to compete with flag-of-convenience operators who routinely and at a very low wage employ seamen from underdeveloped nations who are unskilled and untrained. It is our hope that the revised convention will not only enhance safety, but also will make the playing field in this regard a little more level," Turner stated. "While shipowners have the right

to register where they please, open registries should not be allowed to compete on the basis of lower safety standards.

"But we all know that the adoption of a convention does not always mean that it will be properly implemented," he continued. "As stated by the IMO secretary general, the maritime world has the right to expect that ships of all nations meet the levels of safety and environmental protection which have been internationally agreed on. It is up to the shipowner to make certain his vessels are safe, are properly manned and do not pollute the seas. It is the duty of governments to make sure that ships which fly their respective flags comply with the standards laid down in the IMO conventions which they have ratified."

In his testimony, Coast Guard Admiral Robert C. North said it benefits the U.S. to affect the formation of international ship standards to improve safety and environmental protection because "the economy is increasingly global, the U.S. is the largest trading nation in the world, and 95 percent of its foreign trade involves maritime transportation."

North also pointed out that U.S. vessels "must meet these standards, and international standards minimize the need for the creation of U.S. unilateral standards for foreign vessels calling in the U.S."

Seafarers Join Protest of P.R. Phone Co. Sale



The SIU always has been both proud and willing to support fellow trade unionists in their struggles, from coast to coast and beyond. Such was the case last month in Puerto Rico, where SIU members joined in massive protests regarding the sale of the Puerto Rico Telephone Company, a government-owned utility, to a private consortium. Workers eventually engaged in a 48-hour strike in objection to the sale. In photo above (from left), SIU Port Agent Steve Ruiz, Patrolman Victor Nuñez, telephone worker J. Torres and Seafarer Roberto Candelario turn out for a rally in San Juan. Below, active and retired Seafarers show their support for the telephone company employees.



1995 STCW Certificates Required by February 2002

The transition between implementing the 1978 STCW convention and the 1995 amendments to that international maritime agreement has resulted in more than a slight amount of confusion around the world, as the 100-plus signatory nations write and rewrite regulations to ensure their respective compliance.

One issue stemming from the pact that affects SIU members is the requirement for merchant mariners to possess supplemental shipboard identification known as

an STCW certificate. Issued through the U.S. Coast Guard's regional exam centers (RECs), the certificate is designed to provide a measure of uniformity for port state control inspections.

Currently, in accordance with the 1978 convention, the following unlicensed mariners must have an STCW certificate: ABs, pumpmen, tankermen assistants, and any other ratings holding lifeboat tickets who sail in international waters. The deadlines for securing the 1978 certificate

ranged from October 1, 1996 to February 1, 1997, depending on one's rating, as reported numerous times in past issues of the *Seafarers LOG*.

The 1995 amendments to the convention fully take effect in 2002, meaning the original 1978 convention completely will be null and void from that date forward. Accordingly, the amendments require an updated STCW identification known as a 1995 STCW certificate.

The following personnel must possess a 1995 STCW certificate by the deadline of February 1, 2002: all watchstanding personnel (including engine department members), all tanker personnel who are assigned cargo duties (such as ABs and pumpmen, for instance), and all lifeboatmen on passenger vessels.

As with the 1978 certificate, the 1995 version may be acquired through Coast Guard RECs. To get a 1995 certificate, Seafarers must present evidence of meeting the requirements of STCW Chapter VI: Basic Safety Training. These requirements are for documentation of training and assessment for personal survival techniques, firefighting and fire prevention, elementary first aid and personal safety/social responsibilities.

In addition, effective August 1 (this month), all new people entering the maritime industry must immediately meet the Chapter VI requirements.

To get a 1995 certificate, current members will either show

documentation of having taken approved courses (such as those at the Paul Hall Center) for the four elements of Chapter VI in the previous five years; and/or produce the tables from their training record books which have been signed off.

The 1995 certificate is similar in format to the 1978 identification, but it differs in that it includes spaces for an expiration date and photo, plus uses more user-friendly terminology.

STCW Certificates Are Separate from TRBs

STCW certificates basically are supplements to z-cards. They were created to facilitate effective port state control inspections worldwide.

STCW certificates are completely separate from the training record book (TRB) produced last year by the SIU and the Paul Hall Center for Maritime Training and Education.

SIU members with appropriate ratings should carry an STCW certificate in addition to their z-card and training record book (TRB).

The union and the Paul Hall Center jointly created the TRB "essentially so that SIU members would only have to carry three main documents with them aboard ship, instead of a dozen or two dozen or more," noted Bill Eglington, director of vocational education at the center. "Among other benefits, the TRB saves Seafarers from having to carry documentation of all their required training."

SIU members who have not applied for a TRB should do so immediately. Contact the Paul Hall Center's admissions office at (301) 994-0010 for more information.

Persian Gulf 'Danger Pay' Applies to 4 SIU Companies

Seafarers who sailed on vessels deployed to the Persian Gulf during the recent military buildup in that region are eligible for imminent danger pay, according to the U.S. Military Sealift Command (MSC).

SIU members who sailed on ships operated by Bay Ship Management, Maersk Lines, Ocean Carriers and Dyn Marine that were sent to certain zones in the Persian Gulf beginning February 7 are eligible for such pay.

As reported on page 3 of the May issue of the *Seafarers LOG*, SIU members who believe they qualify for imminent danger pay and who have signed off their respective vessels should contact the companies operating the ships

on which they sailed, according to MSC. Seafarers still aboard ships deployed in the Gulf are not instructed to contact the companies.

"On applicable contracts, Imminent Danger Pay (IDP) mandated by collective bargaining agreement is reimbursable to the contractor for payments made to the contract mariners on board MSC vessels operating in certain zones of the Arabian Gulf," reads the memorandum from MSC.

"Any reimbursement of IDP is limited to the amounts that would be payable under applicable laws and regulations to U.S. civil service mariners in the employ (of) MSC in a similar port, place, zone or route.... The current zones for IDP in the Arabian Gulf include

the sea areas within the Arabian Gulf."

More than 15 SIU-crewed ships were involved in exercises in or near the Gulf as part of the U.S. military assemblage there.

Notice: EPA Wage Increases

The union last month announced that members aboard the following company's vessels will receive Economic Price Adjustment (EPA) wage increases as calculated by the U.S. government:

- Ocean Carriers T5 tankers;
- Maersk vessels in the Maritime Security Program;
- Waterman TAK-X vessels;
- The *Sulphur Enterprise*.

New Hiring Hall Bought for New Orleans

The union recently announced that it has purchased a building to house the SIU's New Orleans-area hiring hall.

The SIU anticipates moving from its current facility on Jackson Avenue in New Orleans, to the newer building at 3911 Lapalco Blvd. in Harvey, La. sometime in the coming months. An exact date has not been determined because the building is being renovated and expanded to meet the union's operational requirements.

During the July membership meeting in Piney Point, Md., SIU Secretary-Treasurer David Heindel described the one-story building on Lapalco Blvd. as "comfortable and convenient. There is off-street parking and public transportation available. The anticipated growth in this area may be substantial, and this building should meet the



Renovation and expansion are under way at the building that will serve as the SIU's New Orleans-area hiring hall. The facility is located at 3911 Lapalco Blvd.

demand."

Harvey is in Jefferson Parish, a suburb of New Orleans, and is approximately 9 miles from the hall on Jackson Ave.

Further details regarding the new hall will be published in the *Seafarers LOG* as they become available, including telephone and fax numbers.

Transport Workers End Philadelphia Strike Seafarers Show Solidarity at Local 234 Demonstrations

Members of the Transport Workers Union (TWU) Local 234 recently reached a tentative contract agreement that ended a 40-day strike against the South Eastern Pennsylvania Transit Authority.

The local's 5,600 members were expected to formally approve the three-year pact on July 24, as this issue of the *Seafarers LOG* went to press. A TWU spokesperson described the contract as "definitely a victory for us."

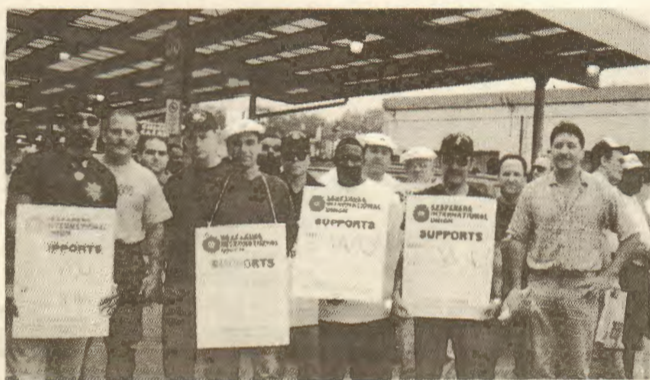
Members of Local 234 drive buses, trolleys and subways and also do maintenance in Philadelphia and surrounding areas.

Dozens of SIU members took part in downtown demonstrations supporting the Transport Workers on June 10 and June 27. In all, thousands of trade unionists and their families participated in those rallies.

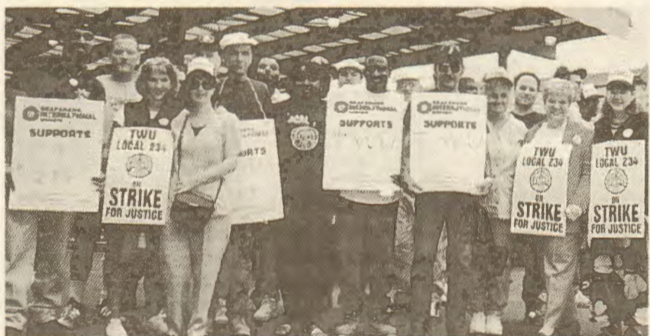
"The TWU went out of its way to say they were very thankful to the SIU and very impressed with our support," noted SIU Patrolman Joe Mieluchowski.

In a communication to its members, Local 234 described the contract as "maintaining job security, integrity of the contract and moving us forward in wages and pension benefits. Management's attempts to privatize our routes, contract out our maintenance work, hire part-timers . . . all are defeated."

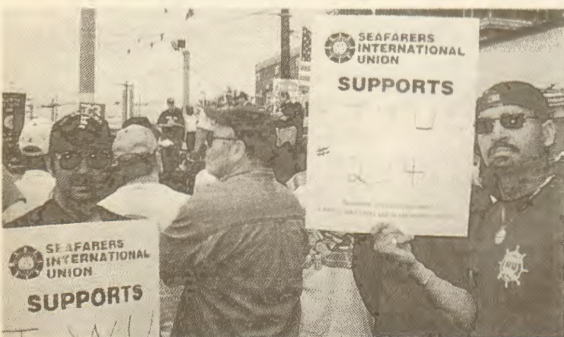
The TWU also described the work stoppage as something "that the union fought hard to avoid. But when it occurred, the membership carried through in unity."



Among the Seafarers demonstrating in support of TWU Local 234 were (top photo, from left) Steward/Baker Jeff Beasley, QMED Chuck Haller, DEU Nick Joyce, Patrolman Joe Mieluchowski, QMED John Cronan, AB Tom Keenan, FOWT Ben Stanley, Bill Kelly, Retiree Bert Smith, AB Phil Yaros, John Wozunk and QMED Joe Grandinetti. In photo below, those Seafarers and others, including AB Charles Wright, pose with TWU members at the June 10 rally.

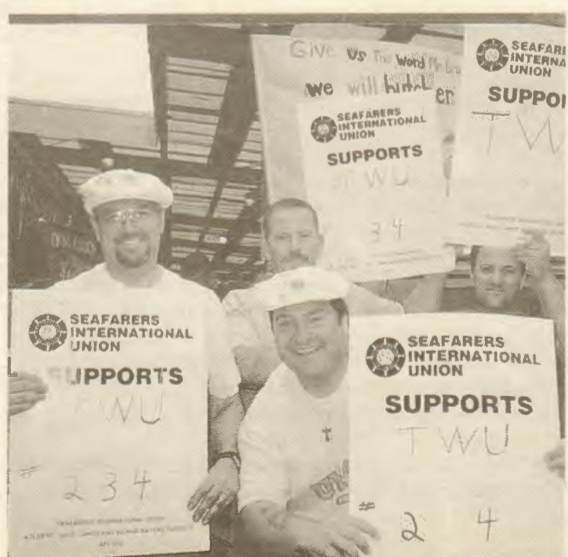


At left, Seafarers join thousands of trade unionists in downtown demonstrations supporting members of the Transport Workers Union Local 234 in their pursuit of a fair contract.



Above, ABs Phil Yaros (left) and Jeff Beasley listen to AFL-CIO Secretary-Treasurer Rich Trumka during the June 10 demonstration for Local 234.

At right, continuing an SIU tradition as old as the union itself, Seafarers (clockwise, from left) John Gallagher, Chuck Haller, John Wozunk and Bill Kelly show solidarity with fellow trade unionists, during a June 10 rally in Philadelphia.



Seafarers Greet New West Coast VP



SIU members in Southern California recently met with Nick Marrone, who last month succeeded the retired George McCartney as the union's West Coast vice president. Marrone joined Wilmington, Calif. Port Agent John Cox for a number of shipboard union meetings in the Long Beach-Los Angeles harbor. They informed members about the Paul Hall Center's new fire fighting and safety school and discussed other news from the industry. Top photo: Crew members on the *Sea-Land Innovator* welcome Marrone. Standing from left to right are Patrolman Frank Gill, Steward/Baker Jose Bayani, Marrone, QMED Bob Rush and AB George Lusk. Pictured directly above are Crowley boatmen (from left) AB Barry Labeach, AB Chad Macaulay and Captain Kerry Dematos. Shown in photo below, aboard the *President Polk*, are (from left) Justo Lopez, Michael Baker, Leo Bollinger, Alvin Solomon and Al Olguin.



Steelworkers File Lawsuit To Decide Legality of NAFTA

Believing the North American Free Trade Agreement (NAFTA) to be unconstitutional, the United Steelworkers of America (USWA) last month joined the Made in USA Foundation in a federal lawsuit to have the treaty declared null and void.

The lawsuit was filed in the U.S. District Court in the Northern District of Alabama, a state where steelworkers have been directly injured by NAFTA. The legal action will ask the courts to decide if NAFTA is, indeed, a treaty. If the answer is yes, it will ask the courts to declare the agreement unconstitutional.

"We believe that NAFTA is a treaty that should have been subject to a two-thirds ratification vote by the U.S. Senate as called for in the U.S. Constitution," said USWA President George Becker.

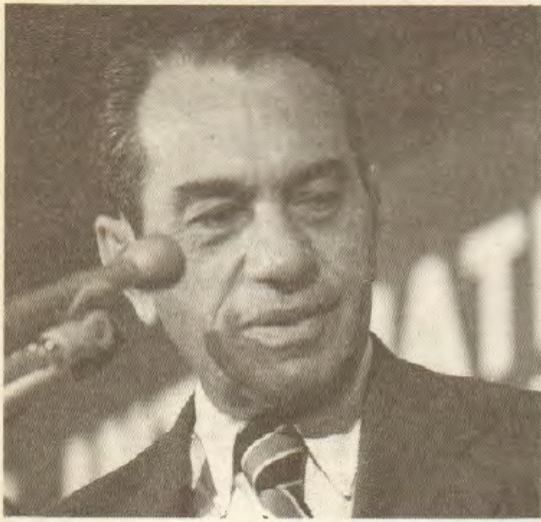
The Senate vote on November 17, 1993 was 61-38 to adopt the free trade agreement between the U.S., Mexico and Canada. The U.S. House of Representatives voted 234-200 for its adoption

three days later.

"Although the focus of our lawsuit is this constitutional issue," Becker stated, "the United Steelworkers of America has other, equally compelling reasons for taking up this fight. The fact is that NAFTA has been an unmitigated disaster, not just for our members, but for working people throughout North America—in Canada and Mexico as well as in the United States . . . It has never lived up to the promises made by its supporters."

More than 7,400 workers represented by the USWA at 34 locations have been certified by the U.S. Department of Labor as having lost employment because of the movement of their employers to Mexico and Canada, or have lost jobs because of an increase in imports from these countries. When Huffy's largest U.S. bicycle factory, located in Celina, Ohio, moves its production plant to Nuevo Laredo, Mexico, an additional 1,000 workers will be affected by the end of the year.

Lifelong U.S.-Flag Supporter, Herb Brand, Passes Away at 84



Herbert Brand

The SIU and all of the U.S.-flag maritime industry lost a true friend and supporter when Herbert Brand passed away June 26 after a three-year bout with cancer. He was 84.

"Herb Brand was one of the people who made our union what it is today," noted SIU President Michael Sacco.

"He believed in the men and women who sailed the ships. He believed in the need for a strong U.S.-flag merchant fleet. And he never stopped fighting and speaking out for it."

Brand started working for the SIU in 1946, shortly after he was discharged from the U.S. Navy. He went to work in the union's communications department and soon became editor of the *Seafarers LOG*.

Brand took great pride in producing the union's publication. A testament to his drive and determination in himself and his staff can be found in the Paul Hall Library and Maritime Museum in Piney Point, Md. where the numerous labor press awards earned during his tenure hang on a wall.

Despite the fact that Brand's official title was director of public relations, he proved to be much more than that. He became an advisor, associate and confidant of then SIU President Paul Hall. He would work with Hall and the other SIU officials in planning organizing strategies, pushing for maritime-related measures on Capitol Hill and striving to improve the lives of Seafarers aboard their vessels.

"Herb Brand knew this industry inside-and-out," Sacco said. "He understood where it came from following World War II and how it changed."

"He also knew what it would take to keep the U.S.-flag flying on the high seas. I often sought his advice and ideas after I became president of the union. He had an uncanny sense of how to tackle an issue and win."

Brand stayed with the SIU until 1967 when he moved from New York to Washington, D.C. and became president of the Transportation Institute, a U.S.-flag shipping industry association dedicated to maritime research and promotion.

A September 1980 article in the *LOG* on Brand noted he created "one of the most capable research departments in all of Washington, D.C. The quality of its work—the imaginative and thorough approach it has taken toward solving the problems confronting the maritime industry—has impressed a great many people."

The New York native remained as the president of the institute until 1980 when he was named chairman of its board of directors. He still held that title at the time of his death.

"Until the day he died, Herb Brand fought for this industry," noted James Henry, who serves as president of the Transportation Institute.

"He was able to bridge the gap between the maritime unions and the U.S.-flag shipowners to ensure both groups could work together to promote the U.S.-flag fleet rather than tear each other apart. He understood the absolute need for the two sides to remain unified when they lobbied Congress or administration officials to promote the industry. Because without one, the other could not exist."

"His ability is very rarely found in one person."

Brand's views on what it would take to fight

for the U.S.-flag fleet can be found in the same September 1980 *LOG* article:

"It is a constant, daily grind to stay on top of new problems and developments."

"I feel that we have taken a balanced view of the maritime industry, especially where the industry is a victim of unfair policies formulated by government agencies that have no real understanding of the merchant marine. We talk about developing a competitive fleet, but other nations are far beyond the talking stage. This country needs to develop a coherent maritime policy."

To ensure there would be an open forum for the advocates of the U.S.-flag fleet, Brand helped establish in 1981 the Paul Hall Memorial Endowment at the University of Southern California. The endowment honors distinguished contributors to marine transportation by bringing their thoughts to the public in the form of an annual lecture. Brand delivered the initial address in 1988.

In his remarks, Brand noted other countries were pushing for stronger merchant fleets, while America's had dwindled during the decade.

"The realities of the world today dictate that American self interest must be served. The pure 'free-market' arguments don't answer the question of how we provide for the merchant marine part of the national security equation—and by security I refer to both physical and the economic viability of America."

In 1995, the U.S. Navy League presented him with its Vincent T. Hirsch Award for his many years of work in promoting the U.S.-flag merchant fleet. The award is given to "a distinguished American who is particularly effective in creating a broader understanding of the merchant marine to national security."

Among the other organizations with which Brand was involved were the advisory board for the U.S. Merchant Marine Academy; founding member and board of governors of the National Maritime Council; and advisory committee on the National Waterways Conference.

Brand is survived by his wife of 26 years, the former Florence Palmer. His first wife, Agnes McKennett Brand, passed away in 1967. Also surviving him are two children from the first marriage, Maxine Green and Stanley Brand; four grandchildren and two great grandchildren.

Services were held June 29 with burial in the G.W. Memorial Park in Paramus, N.J.

Herb Brand was a lifelong champion of the U.S. merchant marine. He was a sage advisor, mentor and tutor to government and labor leaders, legislators, and to just about every person he came in contact with in the maritime industry who asked for help. He was able to balance the interests of labor, government and industry. He was an unsung hero of the U.S. merchant marine, and his progressive, creative thinking influenced many national maritime policies and decisions.

In recent years as a cancer victim, he showed true courage and was devoted to his work, his family and his friends to the end. He was truly loved by the entire maritime community and we will sincerely miss him.

*Ronald C. Rasmus, President
The Great Lakes Towing Co.*

I have known Herb Brand for close to 30 years. He was truly an exceptional person. He, like his close friend Paul Hall, grew up in the labor movement through some difficult times. He learned to be tough. He commanded respect because he was smart and he was honest. Because of his experience and intelligence, he set a high standard for everyone he came in contact with.

He was a valued and loyal friend - he is sorely missed.

*Paul F. Richardson, President
Paul F. Richardson & Associates, Inc.*

Too often, the measure of a man is made on the basis of the collar he wears. Most notably, the distinction has been drawn between the union's blue collar members and the men and women who work "in the office." The survival of our industry requires that, on

occasion, one of us may have to postpone some desire or interest for the sake of unity. Herb Brand understood this and was a bridge between Seafarers, executives and professionals working together for mutual success.

Herb was the clear, resonant voice of the industry in Washington. As a thinker and indefatigable advocate, he had a hand in shaping every important law and regulation bearing on maritime life for half a century.

Herb did not come up from the fo'c's'le. He was a trained professional with a mastery of technical and complex matters that required professional treatment. We owe a great debt to Herb Brand who, though he wore a white collar, was one of the greatest friends the blue collar mariner has ever had.

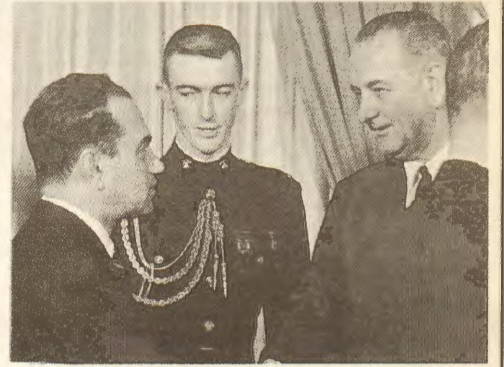
*Ran Hettena, President
Maritime Overseas Corp.*



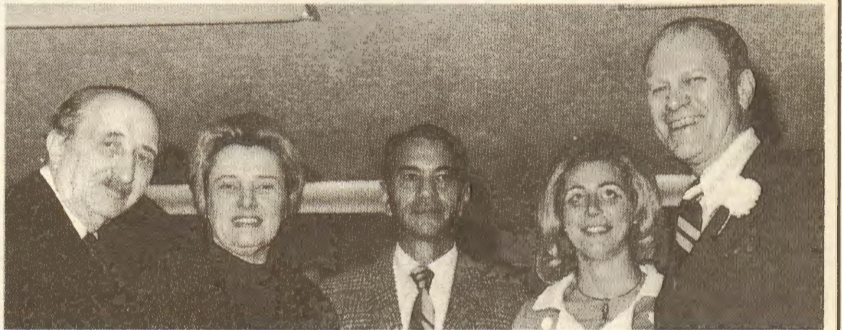
Shortly after Herb Brand came to the SIU, he became editor of the *Seafarers LOG*. This photo from the mid-1950s shows Brand (standing, left) with the paper's staff.



Brand worked very closely with SIU President Paul Hall.



Brand meets with President Johnson at a White House reception.



Because of his strong belief in the U.S.-flag fleet, Brand became an effective spokesman on Capitol Hill. He is posing with the late SIU lobbyist Phil Carlip (far left) and then House Minority Leader Gerald Ford (far right).



Later in his career, Brand's advice was sought because of his knowledge of the industry. With him are (from left) Bush administration Transportation Secretary Samuel Skinner, SIU President Michael Sacco and Transportation Institute President James Henry.

Rarely does a reporter for a publication like the *Seafarers LOG* take the opportunity to step out and provide for personal reflection. This is one of those times.

I first met Herb Brand nine years ago when I was transferred from Jacksonville to headquarters to work for the *LOG*.

He grilled me on my news writing background, what I knew about the union, how I reacted to the membership and how much I knew about politics. Then he told me about his background—growing up in New York, studying at the University of Alabama, serving in the Navy, and meeting Paul Hall for the first time. I called my wife to tell her I really wanted to work with this man.

Little did I know then what an influence he would have on me. No matter what he did for the SIU or the maritime industry, the *Seafarers LOG* was Herb's baby. He would study each issue minutely and would tell me and the others on the staff where we could have improved a sentence, a story, a page. He ingrained his quest to make sure each and every issue was the best it could be.

Herb had a remarkable memory. I never tired of listening to his stories of the SIU's struggle to survive in the early years, the waterfront beefs, the calls from other unions for support and the challenge to remain the best maritime union, period. He could go on for hours about the people, places and events that made the SIU what it is today. He could make you believe you were in the room with people you never even met at a time before you were born—that's how vivid his descriptions were.

Herb loved a good fight and he hated to lose, something that rarely happened to him. I was able to appreciate his battle with cancer these last three years more than many because I, too, fought the same disease that afflicted him. I know the courage and determination it takes to beat off this illness at my age and knew some of what he was going through and helped him deal with it. I finally was able to help him after years of his guiding me.

But seeing how he overcame the odds during these three years, I truly learned of what he was made and how he became the institution he was in our union and our industry. His body may have grown tired, but his mind never did. I will miss my friend and will always remember him.

— Daniel W. Duncan

Crescent Is 1st to Obtain USCG Compliance

SIU-contracted Crescent Towing is the first harbor tug company to be awarded compliance decals by the Eighth Coast Guard District under the second phase of the new "Cooperative Towing Vessel Examination Program" (CTVEP). In last year's initial phase, the company also was the first to cooperate.

(The Eighth Coast Guard District, with headquarters in New Orleans, covers approximately one-third of the nation—including all the tributaries that

feed into the Mississippi River and all of the Gulf Coast—the bulk of U.S. inland water transportation.)

Currently, the company's tugs are not required to be inspected annually (although they may be at some future date), so the CTVEP is a voluntary effort on the part of Crescent Towing.

This phase of the Coast Guard compliance is designed to recognize companies that have shown a commitment to quality and safety.

It is beneficial to the Coast Guard in that it allows them to maximize the use of their resources by greatly reducing unscheduled boardings for recognized companies. It also is helpful to Crescent Towing because it verifies their personal safety procedures and ensures that they have the correct equipment and publications on board each boat.

Richard Murray, CEO of Crescent Towing, stated, "It is enlightening to see first-hand the

United States' government working with private industry for the betterment of our equipment and, more importantly, the safety of our crews. I am extremely proud

after being the first for 'phase one' to again have our crews and equipment be the first 'phase two' harbor tug company recognized in this program."



With U.S. Coast Guard compliance decals in hand, Crescent Towing boatmen are proud of being recognized as the first tug company to voluntarily participate in both the first and second phases of a program committed to quality and safety. From the left are Captain Mike Yarbrough, Lt. JG A.P. Davis, BM1 Lee Schmitz, BM1 Eddie Champagne, Crescent CEO Richard Murray III, Crescent Vice President Larry Ohler and Port Engineer Dale Turner.

Advisory Board Meets in Piney Point

Continued from page 3

Management, cited the advisory board as an example of the union's leadership in the industry.

Michael Koppenhaver, manager of STCW/ISM processes at Transoceanic Cable Ship Co., commended the union and school for conducting the meeting and also praised the Paul Hall Center's responsiveness in developing videotapes that help ship operators comply with evolving international regulations.

Paul Hall Center News

Representatives of the Paul Hall Center provided summaries of many other topics.

During the overall conference, Bill Eglinton, director of vocational education, provided a summary of the center's and union's numerous activities pertaining to the International Maritime Organization, the STCW convention and Coast Guard endeavors since the board's last meeting.

He reviewed the requirements for 1995 STCW certificates. He also announced that the board has asked the Coast Guard to extend the deadline for "on-site assessment procedures" covering basic safety training, which temporarily permit mariners to fulfill certain STCW requirements by demonstrating shipboard competencies instead of completing approved courses.

John Mason, head of American Services Technology Inc., the school's contracted operator, reviewed the Paul Hall Center's government vessels course, which helps prepare SIU members to sail aboard MSC vessels. He noted that MSC has okayed the center's damage control training, marking the first time the agency "has approved training as Navy-specific."

Mason also explained that although the 1995 amendments to the STCW convention have led to many new training requirements, the school "has always believed in vocational training, whether it's required or not. As things like first aid, CPR, firefighting and personal responsibility become training requirements, we may have to modify our curriculums, but we don't have to overhaul them. We've been doing this for 31 years, training mariners to do their jobs professionally and safely."

Lynn Mack of the school's curriculum development department spelled out how the Paul Hall Center initiates and refines its classes as well as secures Coast

Guard approval for those that need it. He also noted that the school "has charted a career path for its students, from unlicensed apprentice all the way to getting a license."

Carl Peth, SIU headquarters representative, and Betty Smith, who works in the port agent's office in Piney Point, reviewed the unlicensed apprentice program and noted the very favorable reaction it has received among students as well as Seafarers and officers on union-contracted ships.

The admissions director, Priscilla Dement, demonstrated how the center's Coast Guard-accepted training record book (TRB) works. She detailed the electronic tracking and updating of members' training that is used to update the TRBs, including security measures. (Bay Ships' Torgersen announced that a number of SIU-contracted companies have audited the database.)

Pointing out the school's emphasis on shipboard sanitation, healthy cooking and computer literacy for steward department upgraders was Chef Allan Sherwin, director of culinary education. He also noted that in addition to teaching galley skills, the instructors "enhance students' appreciation for the importance of their jobs. It's been said that a ship sails on its stomach, and there's no question the steward department plays an integral role in the success of a vessel."

Future Opportunities

Ed Fitzgerald, in charge of the academic department, outlined the various scholastic opportunities for Paul Hall Center students. He pointed out that the academic courses—including a GED program, college classes and adult education courses such as English as a second language—are audited by the American Council on Education.

Instructor Russ Levin stated the school has developed step-by-step manuals covering the Global Maritime Distress Safety System. He also explored the "year 2000 bug," which will impact computer-dependent shipboard systems. J.C. Wiegman, assistant director of vocational education, discussed the school's plans to install new training aids, including navigation simulators.

The members of the advisory board were updated by instructor Eric Malzkahn on how the center has incorporated competency-based training and reviewed career tracks available for members in the engine department.

Jimmy Hanson, director of health and safety, presented detailed plans for a new fire fight-

ing and safety school which will be located near the main campus. (See stories, pages 3, 12 and 13.)

Licensing Concerns

Captain Michael Rosecrans of the NMC reported on licensing issues, including various proposals to relieve the backlog at Coast Guard regional exam centers (REC).

"Possible solutions include centralizing REC functions at the NMC and privatization of exams," he stated. "In any case, we're going to do the right thing by the industry. We're all in this together."

Captain William Bennett, also of the NMC, noted that mariners will be able to use credit cards at RECs beginning this spring. He also noted that the NMC has a course-approval database on the world wide web (located at www.uscg.mil/hq/g-m/gmhome.htm).

Cantwell gave a detailed presentation on how the study of "factors influencing human performance can reduce the potential for error, reduce the magnitude and consequence of error and reduce personnel turnover."

Many Participants

In addition to those representing the school and the union, those attending the advisory board meeting were Robert Lambourne, Allied Towing; JoAnn Robinson, American Council on Education; William Anonsen, American Hawaii Cruises; Pat Brangan, American Overseas Marine Corp.; Kevin McMonagle, American Steamship; Captain John Woods, Apex Marine Corp.; Rev. Sinclair Oubre, Apostleship of the Sea; Torgersen and Joe Cecire, Bay Ship Management; Steve Alexander, BP Oil Company; Robert Majewski, Buffalo Graphics Computer; Mike DiPrisco, Norm Gauslow and David Roggenback, Crowley American Transport; John Gazzola and Mike Godbey, Crowley Marine Services; and Bill Richards, Delta Queen Steamboat Co.

Also present were Trish Grabowski, William Watson and Captain Ned Wilisch, DynMarine Services; Don Ivins, Express Marine; Stephen Huffman, G&H Towing; William Murchison, Great Lakes Dredge & Dock Co.; Cantwell, Human Factors Group; Jim Lexo, ICRC Energy, Inc.; Captain Richard Halluska, Integrated Safety Management Solutions, Inc.; Rosanne Hamilton, Interocean Ugland Management Corp.; William (Lamar) Doyle, Intracoastal Towing & Transportation Corp.; Uwe Gross, KONIAG, Inc.; Captain David Hussey, Liberty Maritime Corp.; Dennis Houghton and Captain Carl Oldrich, Maersk Line

Manning Scale Highlights Bisso Pact



A highlight of the three-year contract recently ratified by SIU boatmen at E.N. Bisso Co. is the manning scale, noted SIU Gulf Coast Vice President Dean Corgey. The pact calls for two deckhands (plus two other crew members) on all of the company's twin-screw tugs. Since Bisso gradually is replacing its remaining single-screw boats with twin screws, this means more jobs for SIU boatmen. Pictured above, commemorating the contract's ratification are (standing, from left) Deckhand Chad Bordelon; Engineer Chris Westbrook; Engineer Todd Rabalais and his son, Tanner; Engineer Jimmy Gervais; Engineer Holden Quebedeaux; Deckhand Derek Ponamsky; Deckhand Shane Brulte; (kneeling) Deckhand J.T. Doyle and Deckhand Henry Ballam. Behind the camera is SIU New Orleans Port Agent Steve Judd, who commended the boatmen for their efforts before and during the negotiations. "Without this bunch of guys, [the good contract] wouldn't have happened. They have the right attitude about everything, and they're the epitome of what it means to be union," Judd stated. Bisso operates 15 boats.

Limited; William Schmidt and Michael Whitehead, MAR Inc.; Bruce Carlton, John Dumbleton and Chris Krusa, Maritime Administration; Bill Cole, Pat Postiglione and Captain John Ripperger, Maritime Overseas Corp.; Captain Rich Tullucci, Captain Michael Nesbitt, Paul Polsky and Don Voge, Maritrans G.P. Inc.; and James Mann, Matson Navigation Co.

Other participants included Kyrn Hickman, Military Sealift Command; Herb Walling, Moran Services Corp.; Walter Naef, Moran Towing of Pennsylvania; Bill Murchison, NATCO; Bennett and Rosecrans, NMC; Eric Sager, NTSB; Richard Evans, NAVIERAS NPR; Nicholas

Grassia, NJG Consulting; Captain Robert Sheen, Ocean Shipholding Inc.; Tony Naccarato, OMI; Phillip Emanuel and Carson Wykle, Osprey Acomarit Ship Management; Todd Johnson, Pacific Gulf Marine, Inc.; Frank Power, Penn Maritime, Inc.; Roger Franz, Sea-Land Service, Inc.; Dione Davenport, Richard Druyen and Elizabeth Zetterland, SOS Technologies; George Kelly, Koppenhaver and Delores O'Donnell, Transoceanic Cable Ship Co.; Commander Steve Boyle, Lt. Commander Don Darcy, Pete Eareckson and Captain Bob Skewes, Coast Guard; and Captain P.K. Sang, V Ships Marine, Ltd.

Overseas Vessels Receive HQ Update

All SIU-crewed vessels are American-flag ships, but some rarely if ever make it to ports in the United States.

With that in mind, the union recently sent SIU Representative George Tricker to service a number of LNG and prepositioning vessels in Japan and Guam. Shipboard union meetings were conducted on the *Samuel L. Cobb*, *American Osprey*, *Jack Lummus*, *Gopher State* and LNG ships *Aquarius*, *Taurus*, *Gemini*, *Leo*, *Virgo*, *Capricorn* and *Libra*.

"I really appreciate the SIU sending an official all this way," stated SA Carol

Lyon, sailing aboard the *Lummus*. "It's important for us to stay up-to-date, and we definitely covered a lot of key information during our meeting."

Aboard the *Cobb*, AB Donald Coggins noted, "We're obviously a long way from the States, and these ships never go there, so it's nice to see that the union knows we're out here. And I thought our meeting was very informative."

On each of the 11 vessels, numerous topics were covered. Those included the LNG familiarization and recertification courses available at the Paul Hall Center



Seafarers welcome SIU Representative George Tricker (standing seventh from right, with hands on hips) aboard the *LNG Gemini*.



Among the items on the *LNG Capricorn's* lunch menu is ham, sliced by Chief Cook Alan Bartley.



Cleaning burner tips aboard the *LNG Aquarius* are QMED Dasril Panko (left) and UDE Christopher Sykes.

for Maritime Training and Education in Piney Point, Md.; new LNG shipping procedures that are more convenient for Seafarers; the training record book (TRB) jointly being issued by the SIU and the Paul Hall Center; and important deadlines stemming from the 1995 amendments to the International Convention on Standards of Training, Certification and Watch-keeping (STCW) for mariners.

Seafarers also discussed the union's recent, successful international efforts

against solo navigational watch at night; the SIU's plans for a new union hall in New Orleans; the Seafarers Money Purchase Pension Plan; the new joint venture between BP Shipping, Maritime Overseas and Keystone Shipping; the U.S. Maritime Administration's recent rescission of Ready Reserve Force contracts due to a procedural oversight (see story, page 2); the importance of contacting one's elected representatives in Congress, and more.

New Route Brings S-L Express to San Juan

When the *Sea-Land Express* tied up in San Juan, P.R. recently, it was "all smiles" for a number of reasons.

The vessel became the first of 10 Sea-Land Service ships to arrive in Puerto Rico on a new route. Formerly sailing from the West Coast (with Long Beach, Calif. as the home port) along the Pacific trade route, these vessels now sail through the Panama Canal to Miami, Charleston and San Juan before returning to the West Coast and five ports in Japan to complete their 72-day round trips. By the time all 10 Sea-Land Service ships are in full operation, San Juan expects to greet at least one of them each week.

Many of the crew members aboard the container-ship had never been to Puerto Rico before, and when SIU Patrolman Victor Nuñez met the ship, he reported that they seemed happy with the new run—new sights and sounds and different foods to try.

The membership in San Juan also was pleased with the arrival of the first of the D-9 class ships because it means more jobs for the port.



SIU Patrolman Victor Nuñez (second from left) meets the *Sea-Land Express* in San Juan and shows crew members their new port. With him, from left, are Bosun Robert Pagan Jr., Chief Steward Michael F. Meany, SA Joan Riley and Chief Cook Ralph Morgan.



Getting a great bird's-eye view of San Juan are ABs Joe Abad (left) and Paul Monaco as they paint the radar mast while in port.

In photo below left, *Sea-Land Express* crew members enjoy the local food. From the left are Bosun Robert Pagan Jr. and Crane Maintenance Electricians Tony Mohammed and Ray Prim. In photo below right, the three posing aboard ship are, from left, Chief Electrician Herman Manzer, AB James Fox and Bosun Robert Pagan Jr.



AB Albert E. Mensah, the ship's deck delegate, is ready to start the loading process in Yabucoa Bay, P.R.

Perseverance Loads Up In Yabucoa



SIU Patrolman Victor Nuñez (right) meets with members of the deck department after the ship docks. From the left are AB Billy Watson, AB Walter Wilde, Nuñez and (back) AB David Harvey.

Once docked in Yabucoa (on the southeast corner of Puerto Rico), crew members aboard the *Perseverance* met with SIU Patrolman Victor Nuñez to catch up on the latest union news. He reminded them about the necessity of getting their training record book by August 1 and came aboard prepared with the necessary application forms.

The vessel, owned by Maritrans and operated by InterOcean Uglund Management, loaded its tanks in port and then headed out the next day for Marcus Hook, Pa.



Waiting for the shipboard union meeting to begin are (from left) Chief Steward Larry Ewing, AB Billy Watson and SA Chancie J. Ransom.



AB Rene Rodriguez (left) and DEU Jaime Barrety get to work after the tanker ties up.

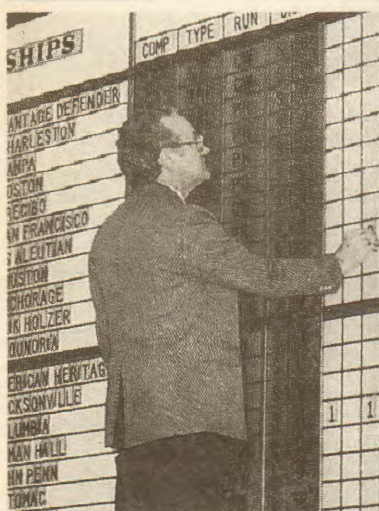
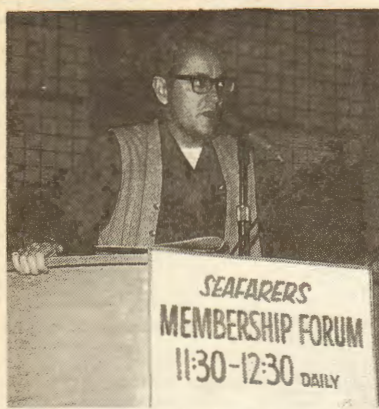


Dinner for the hungry crew is being prepared by Chief Cook Virgilio A. Doughit.



McCartney, SIU Were Good Fit from Start

Retiring VP Took Part in Many of Union's Key Campaigns



George McCartney has been part of the SIU for 50 of the union's 60 years. In these undated photos, he helps conduct union business (top) in the port of the New York and (middle) on the West Coast. In photo below, taken in the New York hall, McCartney is second from left; the late SIU VP Earl (Bull) Shepard is at far left.



George McCartney found his career niche earlier than most.

He climbed the gangway to his first SIU ship, the Liberty tanker *Catahoula*, as a 17-year-old, in 1948.

In a sense, he never looked back.

"The SIU has always been my life, my main interest, since I was a kid," he recalled last month.

McCartney retired July 1, officially capping a wide-ranging career that saw him serve the last 17 years as the SIU's West Coast vice president. However, he said he will remain "available as needed" to assist the SIU in any way possible. McCartney also plans to stay active in the San Francisco Maritime Port Council, the California State AFL-CIO and other groups promoting a strong U.S. merchant marine.

Last month, SIU President Michael Sacco presented Mc-

Cartney with a commemorative ship's wheel in appreciation of his work in behalf of the union.

"I just can't say enough about everything George has done for this organization," Sacco stated. "When you talk about dedication, that's George. He gave everything he had to the SIU, and he's done a tremendous job."

A native of the Hell's Kitchen area of New York, McCartney first worked as a longshoreman. "That's how I became interested in going to sea," he noted.

He sailed in the engine and steward departments from 1948 until 1960, when he came ashore as part of the maintenance gang in New York. During the 1960s he primarily worked as a patrolman in New York, also serving for two years as the port agent in Wilmington, Calif.

From 1972 through 1976 he was the New York port agent. In 1977 he worked as the port agent in Seattle. The following year, around the same time the SIU's Atlantic, Gulf, Lakes and Inland Waters District merged with the Marine Cooks & Stewards, McCartney became the union's San Francisco port agent.

A constitutional amendment in 1981 created the position of West Coast vice president, and McCartney was appointed to that post (as per the wishes of the late SIU President Paul Hall) and re-elected ever since then.

Reflecting on his career, McCartney credits Hall and a number of other former SIU officials as his major influences, including Ed Mooney, Joe DiGiorgio, Lindsey Williams, Bull Shepard and others.

He also praised Hall with deftly guiding the SIU through diffi-



SIU President Michael Sacco presents retiring SIU Vice President West Coast George McCartney with a commemorative ship's wheel last month at the Paul Hall Center in Piney Point, Md. Sacco described McCartney as a tireless, dedicated official who "gave everything he had to the SIU."

cult times. "The industry went from boom to bust, but Paul Hall had the vision to negotiate contracts that kept our companies in business," McCartney remembered. "Sure, we made some concessions—but we had jobs."

"Today, I believe we're in the best shape of any maritime union, and I have every confidence in Mike Sacco and his leadership. We've maintained good standards for wages and working conditions, but we've also changed with the times."

McCartney's career spans all but about 10 years of the SIU's existence, and he played a part in many of the union's historical and defining episodes, such as the Cities Service organizing campaign in the late 1940s, rough conflicts with the Teamsters in the early 1960s, and many, many others.

"George was involved in as many fights as this union ever was in," said Angus (Red) Campbell, retired SIU vice president contracts who worked with McCartney both as a shipmate and as a union official. "He participated in many of the waterfront beefs on both the East and West Coasts, and he also handled major contact

negotiations."

Campbell further described McCartney as having been "instrumental in boosting our return to the passenger trade," pointing out that he facilitated the restoration of the SIU-crewed *SS Independence* and *SS Constitution* to the U.S. flag.

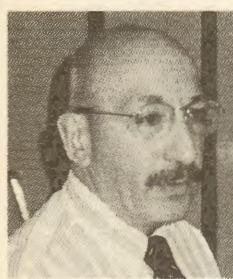
Asked what advice he has for active Seafarers and those entering the industry, McCartney replied, "First, I would stress the importance of being politically active. When you see a program like the Maritime Security Act, you see what can be accomplished through politics."

"At the same time, the attacks on our industry seem endless. For example, maintaining the Jones Act and the Passenger Vessel Services Act is something that only can be done through political action. So, it works both ways—protecting what we have and seeking new opportunities."

"The other thing is, especially to the newer members: Learn your trade! Take advantage of the opportunities at our school. With so many changes in the industry, upgrading truly is the way to go."

At Home or Aboard Ship

E. Coli: an Unwanted Dinner Guest



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.

E. coli is short for *Escherichia coli*, a normally harmless bacterium found in all intestinal tracts. Historically, this microorganism has caused few dangers, but today, it poses serious health problems all over the world.

In the early 1950s, antibiotics were fed to farm animals to promote faster growth with less feed. This caused the normally benign *E. coli* to develop a resistance to the antibiotics, and, therefore, a new strain of the microorganism emerged which causes serious illness and can result in death.

The new antibiotic-resistant strain of *E. coli* is found in the intestinal tracts of cattle and other animals. When, for example, a cow is slaughtered, there is possible contamination of the carcass. And when meat from that carcass is ground up with meat from other carcasses, thousands of pounds of meat may become infected.

The Centers for Disease Control in Atlanta, Ga. estimates that *E. coli* causes more than 250 deaths each year in the U.S. Thousands of others are infected.

E. coli appeared in the news several years ago when hamburgers from a West Coast food chain

infected hundreds of people, killing three children. Those who are susceptible to becoming infected by the microorganism are persons who are on medication or have their immune systems weakened or undeveloped, like young children and the elderly.

Seven thousand persons were infected in Japan last year, and a midwest beef company recalled 250,000 pounds of contaminated beef earlier this year in the U.S. Most recently, 4,000 people were stricken in Chicago, the largest case of mass food poisoning in U.S. history.

Since *E. coli* is tasteless, odorless and colorless, it is difficult to know if meat has been infected. Symptoms range from mild to serious intestinal distress. There may or may not be a headache, nausea and diarrhea associated with it. In serious cases, there is bloody diarrhea and destruction of the kidneys and internal organs.

Since some strains are resistant to antibiotics, these medications will not help.

What to do?

Proper personal hygiene and good sanitation practices both at home and aboard ship can greatly reduce the possibility of *E. coli* contamination.

If picking up stores overseas, make sure that all fruits and vegetables are thoroughly washed. (Remember, however, that contaminated water and even unpasteurized apple juice may contain *E. coli*.) There are some anti-bacterial rinses that may be used.

All ground beef products should be cooked to 160-degrees F. Keep hot food hot and cold food cold.

The World Health Organization estimates that the cost of human illness caused by foodborne bacteria is between \$7 and \$34 billion dollars annually.

Heindel Meets With Seafarers In Puerto Rico



While recently in Puerto Rico to continue the SIU's research into relocating its local hiring hall, SIU Secretary-Treasurer David Heindel met with Seafarers in the area. At left, Heindel and AB James Blitch chat before the start of a union meeting aboard the *Nuevo San Juan*. Below (from left): J. Lopez, T. Rodriguez, Heindel, B. Colantti, T. Mohammed and R. Prim discuss the latest news regarding the possible move.



MODERN SHIPHANDLING - Part I:

Henry Gamp Talks About Current Trends in Tug Design

Editor's note: Henry W. Gamp has been a member of the



SIU since 1974 and has upgraded numerous times at the Harry Lundeberg School of Seamanship.

His original license was issued to him in the port of Philadelphia at the age of 19. He holds an ocean masters license for 1600 tons, unlimited inland masters license and considerable unlimited first class pilotage. He also has worked as a shipdocking pilot and tugboat captain for many years. It was from this extensive experience that Gamp has written "Modern Shiphandling" in 1980. He currently is employed as chief mate on Penn Maritime's ATB Eliza/Atlantic.

INTRODUCTION

It has been 18 years since *Modern Shiphandling* first was published. At that time, I recognized the need for shorter, wider and more maneuverable tugs to keep pace with the changes in ship design.

I was working as a ship docking pilot for a company with a sizable fleet of tugboats—many of which were single-screw tugs, some dating back to the early 1940s. It was necessary to find work for these vessels until their serviceable lives had expired.

The new tugs constructed were the twin-screw type, designed as a compromise between ship handling and coastwise towing. Our primary competitor did experiment with kort-nozzles and flanking rudders. That was the status quo: there was no interest by the two dominant Northeast tug companies in developing and designing tractor tugs strictly limited to shipdocking work. Now that the more progressive towing companies on the West Coast and in southern ports have proven the superiority of these designs, all this has changed. It now appears to be a race to build tractor tugs and reconfigure current tugs to enhance their maneuverability characteristics.

Keeping the above in mind *Modern Shiphandling* does contain considerable information useful to anyone engaged in handling ships today.

NEW SHIP AND TUGBOAT DESIGNS

As a shipdocking master in the port of Baltimore, I have noticed an evolution in ship and tugboat design and the way in which ships are handled. This port has no current and a mean tidal range of only 1.2 feet. From October through June, the prevailing winds are northwesterly, with highest wind speeds occurring from February through April. From June through September, the prevailing winds are southwesterly and generally calm. My observations on shiphandling are, to some extent, based on local custom, and I freely admit ships are handled differently in other localities. Nevertheless, many of my observations are universal and hold true everywhere.

WHY THE EVOLUTION IN SHIPHANDLING TECHNIQUES?

Since the time sailing ships were replaced by steamships, no generation of vessels has undergone as many innovations and changes as now. Today, a ship's form follows her function. In years past, the designs for cargo ships were more standardized. The cargo was stowed to conform to the ship's hull configuration, whereas now, ships are designed around their specific trade requirements. This rather drastic shift in thinking has allowed for a multitude of new and unusual looking ships. All have characteristics that differ, and to the extent of their individual peculiarities, shipdocking pilots have had to alter their handling techniques.

The modern shipdocking tugboat also has undergone many

abruptly cut away. Also, some ships have knuckles protruding from the sides near the bow and stern. The elliptical stern has, in large part, given way to squared-off flat-sided sterns. Roll-on/roll-off (RO/RO) ships have ramps built into their sterns. LASH ships have two cantilevered arms extending beyond their sterns. Design changes, for the most part, have a significant reduction in the length of the midbody in proportion to the bow and stern. The midbody is now perhaps no more than one-quarter of the overall length on some ships.

The deck layout has also changed. The old freighter most often had her bridge located amidships. Modern ships usually have their bridge located near the stern or on the bow. RO/ROs, for example, have their main deck extending past the ship's hull.



In this photo from 1976, the *Swan Point*, a Curtis Bay tug, assists the containership *Anders Maersk*, in docking with her starboard side to the pier in Philadelphia Harbor. The Maersk vessel is equipped with a bow thruster and a large bulbous bow. Notice the very streamlined and cutaway hull configuration, making it necessary for the tug to position itself more than 200 feet from the containership's stern.

fundamental design changes. From a visual standpoint, they are not nearly as pronounced as the design innovations in ships. Nevertheless, these changes give tugboats maneuverability and capabilities their predecessors did not possess.

A discussion of shipdocking techniques would be incomplete without talking about new tugboat designs and methods of using tugboats. Aside from the ship herself, the tugboat is the prime tool at the pilot's disposal. Accident-free shipdocking is the result of utilizing ships and tugboats together as a team.

DESIGN INNOVATIONS IN TODAY'S SHIPS

The older ship designs such as the Victory ships had a short bow with little outward flare. The straight midbody ran for roughly three-quarters of her length and the short quarter quickly rounded into an elliptical stern. Cargo ships today have sharper, longer tapered bows, and most of these have considerable flare.

Numerous vessels have protruding bulbous bows that take many shapes and vary greatly in size. Some high-sided vessels have blisters built out from and running longitudinally along the midbody at the waterline. Ships' quarters are usually longer and cut away from the main deck. However, a few are straight sided to near the waterline, then

Today, specialized ships do not have their decks cluttered with masts, booms, rigging, etc. Even the general cargo ship has simpler, more streamlined cargo-handling gear.

The size of ships has grown as well. Victory ships, for example, were 440 feet long. A cargo ship today is likely to be 600 to 850 feet long. Likewise, their beam, draft, freeboard and tonnage have increased proportionately.

Ships are propelled by a variety of power plants; diesel and steam turbine are the primary ones. There are gas turbine and combination plants utilizing electric motors in existence. In addition, some ships are reversed by changing propeller pitch instead of changing propeller rotation. The reaction time of the different systems is not uniform, nor is the effect they have on the ship's handling characteristics. Horsepower is greater as well as the speeds that ships can make.

IMPROVEMENTS IN TUGBOAT DESIGN

The World War II vintage tugboat was by and large steam powered. Diesel power was just beginning to come of age. A large degree of dependence was placed on the engineer hearing and answering telegraph bells correctly; tugboats were single-screw and low-powered.

In the realm of tugboat design, the twin-screw tug is a far more agile and maneuverable piece of equipment than the conventional single-screw tug. By working the engines in opposite directions, the tug can be kept in position to back straight and not fall to port as a conventional single-screw tug. Therefore, under normal conditions, it is not necessary for the twin-screw tug to use a hawser when pulling a ship off a pier. A backing line from the tug's bow will do the job. This is advantageous if the tug will be used in this same location to push the ship around once clear of the pier.

When a 'back' is not required of the tug, a twin-screw tug can be worked without putting a line on the ship. The normal tendency of tugs is to fall alongside the ship when stopped and to slide

horizon is essential from the wheelhouse. Unlike barge work, the hawser is often picked up while the tugboat captain or mate operates the tug from the wheelhouse and not from the stern steering station. There are various reasons for this.

First, the tug's radio and whistle are there to hear and answer the pilot's commands. Second, the tug may have to tow the ship along a channel, and it would not be possible to see ahead from the stern. Third, in many instances the pilot requires tug assistance after the hawser is down, and the man handling the tug is already at the wheelhouse controls. Fourth, at night it may be necessary for the tug to illuminate an unlighted buoy, and the searchlight is operated from the wheelhouse.

The bull nose is a half-round ring of heavy pipe approximately six inches (inside radius) welded athwartship to the bow as an alternative to the conventional stemhead. When the tug's line is run through the bull nose and secured on the tug's bits, the line is free to move without chaffing—as often happens on a stemhead.

The forward capstan is another essential piece of equipment for the more powerful tugs using 8- to 9-inch dacron lines. The sheer weight of these lines makes it impossible for them to be retrieved by hand when dropped in the water from a ship underway. The capstan also is required on a tug equipped with a bull nose to pull the lines back through it. The tugboat can be made much tighter when making fast with three lines to the ship by heaving up the headline with the forward capstan before bringing the stern in tight with the after capstan for a good hold.

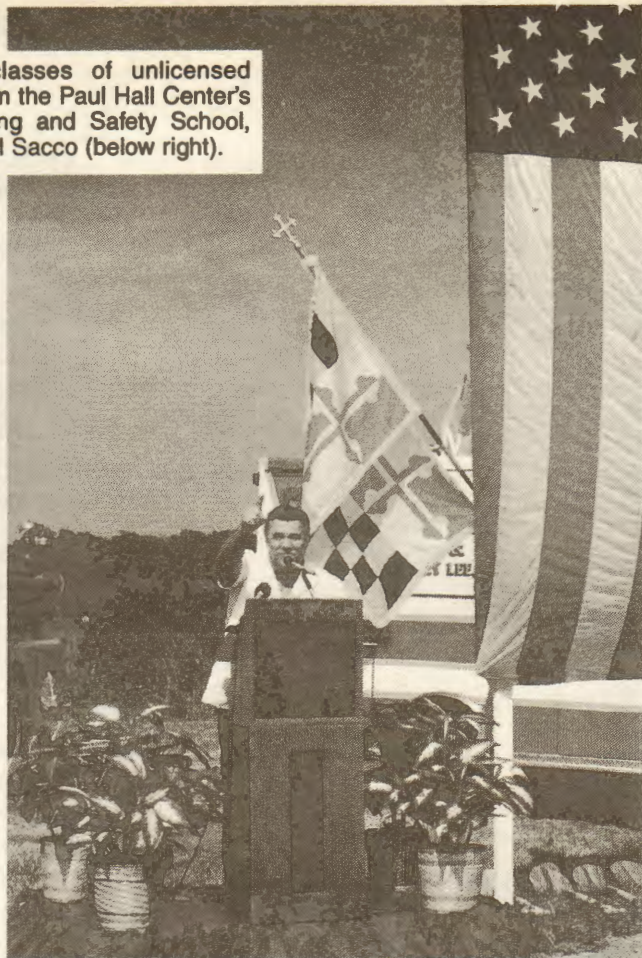
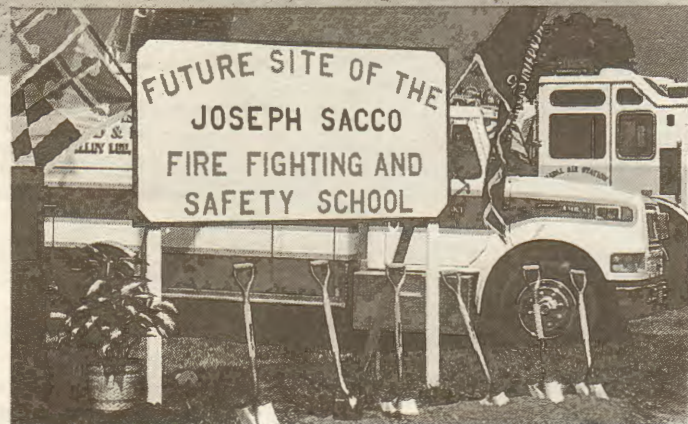
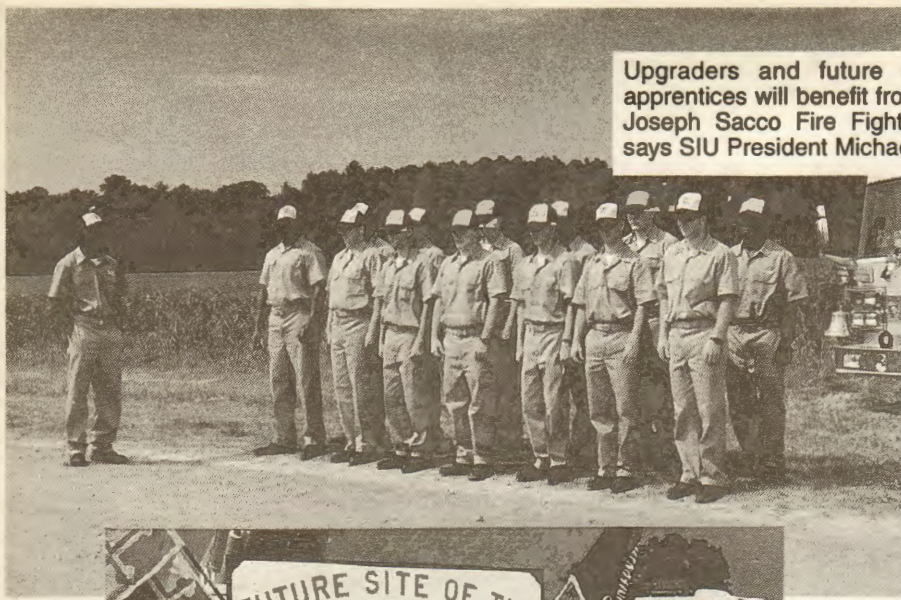
Rope fenders have been replaced by ones fashioned from strips of rubber tires bolted together or of the molded rubber type. They wear longer but do not absorb shock to the extent that rope does. In place of steel guard rails, a continuous rubber bumper can be wrapped around the hull at the deck line. There are gaps between conventional fenders, and this system offers better protection against metal striking metal. Tugboats need a bow-fendering system that would permit them to safely work against a bulbous bow.

A short stubby tug is advantageous for shipdocking work. Additional length adds to drag when trying to come end-on to the ship with headway. A wide tug with a narrow house is more useful than a narrow tug with a wide house as the tug can lay further ahead under the bow or aft under the quarter without striking the tug's superstructure. Radar scanners and other overhead obstructions should be low down and as far back as possible. The mast should not be fixed; rather it should be capable of being lowered.

These are some of the changes tugboats have undergone in recent years.

To be continued in a future edition of the *Seafarers LOG*.

Upgraders and future classes of unlicensed apprentices will benefit from the Paul Hall Center's Joseph Sacco Fire Fighting and Safety School, says SIU President Michael Sacco (below right).



RIGHT: Paul Hall Center Director of Vocational Education Bill Eglinton (left) shows plans for the new complex to International Transport Workers' Federation Assistant Secretary Seafarers and Fisheries Jon Whitlow.

Breaking New Ground

Joseph Sacco Fire Fighting and Safety School Marks Vital Addition for SIU, Paul Hall Center



Digging in for the ceremonial groundbreaking are (from left) Unlicensed Apprentice Jomo Young; Seafarers Plans Administrator Lou Delma; Paul Hall Center Health and Safety Director Jimmy Hanson; Bay Ship Management Labor Relations Director Joseph Cecire (representing Paul Hall Center trustees); SIU President Michael Sacco; and Judy Sacco, widow of Joseph Sacco.

For experienced Seafarers as well as those entering the industry, safety training is as indispensable as carrying a z-gard.

In order to make a living at sea, many of today's mariners must be trained in basic and advanced fire fighting, first aid and CPR, damage control, water survival and confined-space safety. Requirements for such training will become even more widespread in the months and years ahead, mainly because of international maritime treaties to which the United States is signatory.

Recognizing the crucial nature of such curriculums, the Paul Hall Center for Maritime Training and Education last month announced detailed plans for a million-dollar, state-of-the-art safety campus that is expected to open in early 1999. Featuring the most modern, environmentally and hygienically

safe equipment anywhere, the Joseph Sacco Fire Fighting and Safety School will be built on school property near the Paul Hall Center in Piney Point, Md.

"This new school demonstrates the SIU's ongoing commitment to ensuring that Seafarers are the best-trained mariners in the world," said SIU President Michael Sacco. "It will greatly expand our ability to provide required training, and it means that SIU members will have the chance to learn new skills and sharpen existing abilities in an exciting, first-class environment."

The safety school will replicate conditions found aboard all types of vessels, from deep sea ships to inland tugs and barges. It will include two classrooms, but most of the facility is designed for hands-on training.

In planning the buildings,

'If Anybody Deserves Recognition, He Does'

The school is named in memory of Joseph Sacco, who passed away on October 19, 1996.

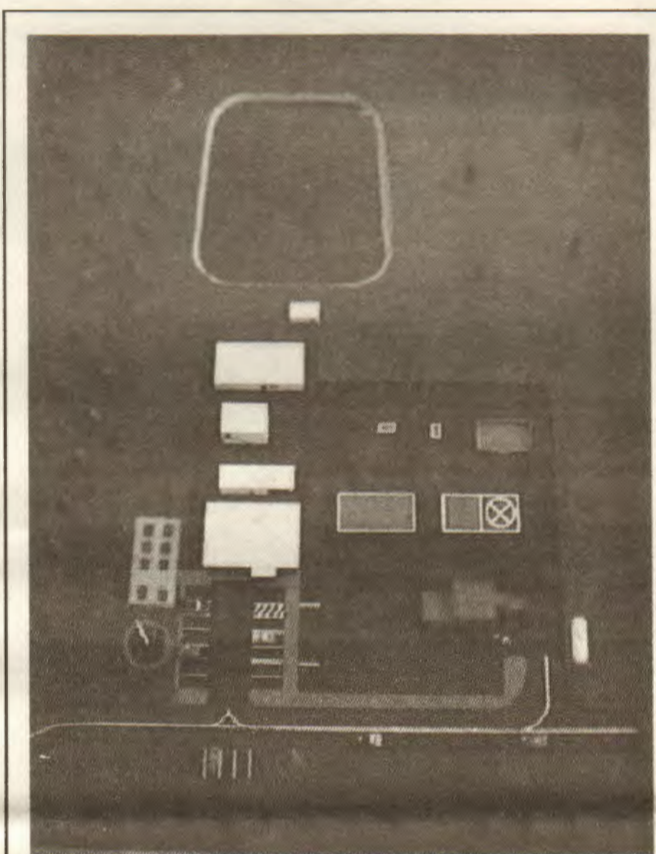
Brother Sacco helped build the Paul Hall Center's Lundeberg School of Seamanship, which opened 31 years ago this month. He later served the SIU in numerous capacities, including as executive vice president from 1988 until his death.

He is remembered as a hard-working, effective, well-respected and popular figure, affectionately known among Seafarers and throughout the industry as Joey.

"Joe Sacco put his whole life and soul into the school and the union," recalled SIU President Michael Sacco, Joe's brother, during last month's ceremonial groundbreaking. "He was dedicated to helping young people find their way and helping older members upgrade for a better life. If anybody deserves this recognition, he does."

RIGHT: In addition to the fire fighting and safety school, this monument, located at the Seafarers' Haven cemetery in Piney Point, Md., pays tribute to the memory of Joseph Sacco.





equipment and layout, representatives of the SIU and the Paul Hall Center worked closely with the U.S. Coast Guard, Maritime Administration and Military Sealift Command to help ensure that the courses taught there will meet various federal guidelines necessary for class certification. This will benefit Seafarers who are required to take Coast Guard approved safety courses in order to sail.

The union and school also extensively consulted with local fire and rescue professionals to assure maximum efficiency in design, plus compliance with specifications governing the construction and operation of such a facility.

Moreover, the school's opening will mean substantial monetary savings because it will eliminate the current costs associated with off-site practical training. Presently, upgraders must travel for an hour to a fire fighting facility in La Plata, Md. (In years past, Seafarers made 12-hour round trips to a school in New Jersey for such training.)

Jimmy Hanson, the Paul Hall Center's longtime director of health and safety, pointed out that the Joseph Sacco School is designed not only for safety training, but also for "safe training itself."

The fires will be propane-generated—the most environmentally safe kind.

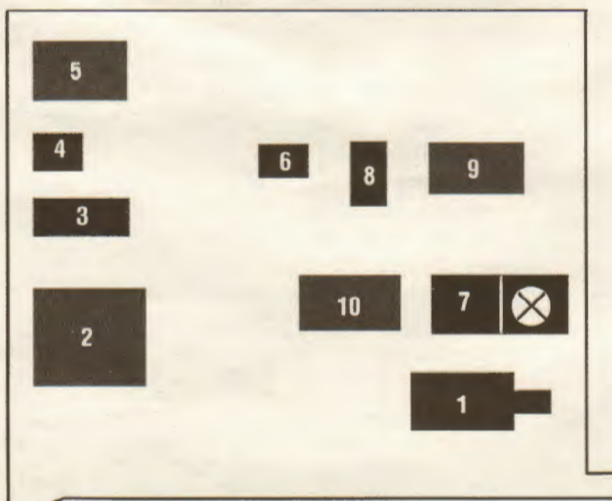
Sensors will detect propane levels and also distinguish water amounts used by students, in turn reducing the flames.

The water will be heated, allowing for more student-friendly training during winter months, and will be chlorinated for hygiene.

"Everything has drains underneath, and the water goes through a purifier before returning to the drainage pond," Hanson explained. "Plus there are many other safety switches included to prevent accidents."



Joseph Sacco Fire Fighting and Safety School



Building Key

1. Fire Fighting Building
2. Classroom Building
3. Damage Control Building
4. Maze Building
5. Breathing Apparatus Building
6. Fire Extinguisher Pad
7. Auto & Helo Pad
8. Flange Fire Pad
9. Bilge Fire
10. Staging Area
11. Fire Pump Building

Facility Simulates Shipboard Conditions

The Joseph Sacco Fire Fighting and Safety School will provide upgraders and unlicensed apprentices with the chance to practice combating numerous types of blazes in surroundings which accurately—and in great detail—simulate shipboard conditions.

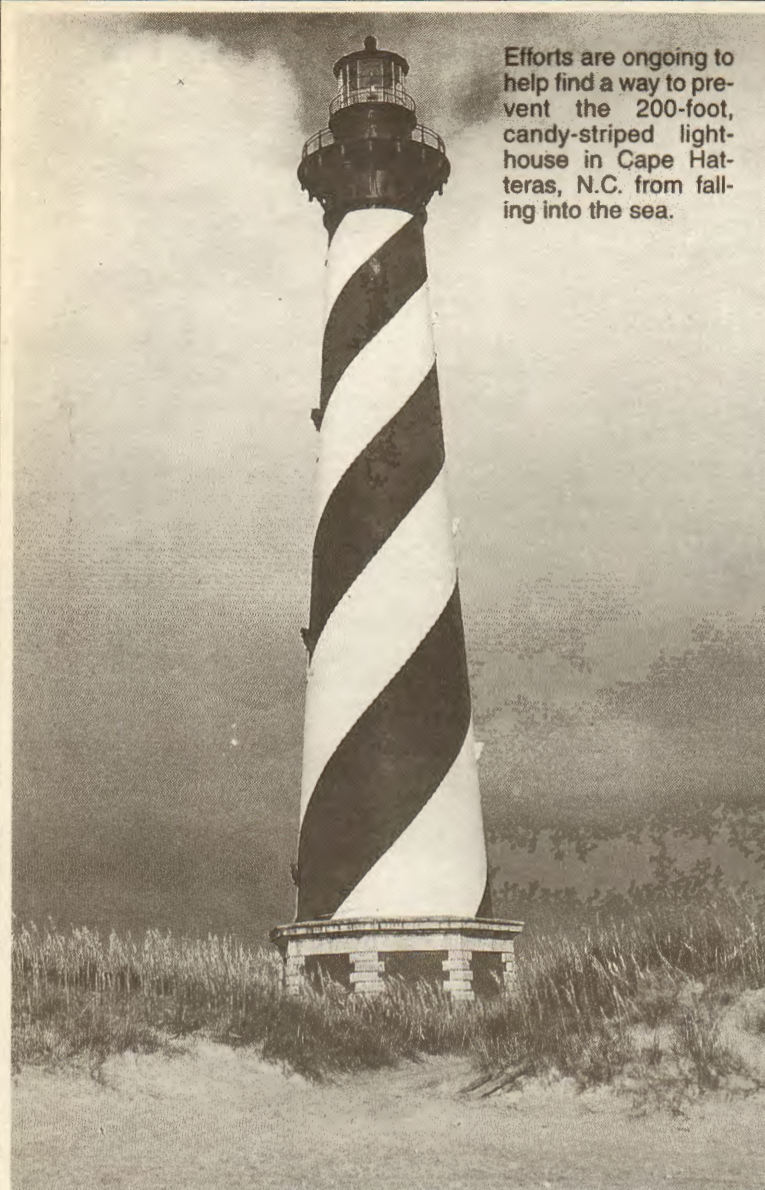
For instance, the main building will house a two-level engine room and shaft alley with bubbling water that simulates bilge fires. Other buildings will include galleys, fo'c'sles and lounges.

"We're going to make it as real as we possibly can," stated Jimmy Hanson, director of health and safety at the Paul Hall Center.

The safety school's features include:

- A damage control building with a recessed floor to allow for training in rising water;
- A two-story maze with moveable walls, which will help provide frequent upgraders the opportunity to practice search-and-rescue exercises in different conditions;
- Varied types of shipboard doors, hatches and ladders;
- Station bills and hose stations in the two classrooms;
- Outdoor pads that can utilize any pertinent props and are connected to propane lines;
- A compressor room where Seafarers will learn to take air samples and service compressors;
- An area where upgraders will practice using and refilling portable fire extinguishers;
- A storage area with special ventilation that will ensure proper drying of gear;
- Buildings that are designed for possible expansion;
- Shower and bathroom facilities.





Efforts are ongoing to help find a way to prevent the 200-foot, candy-striped lighthouse in Cape Hatteras, N.C. from falling into the sea.



In the U.S. Coast Guard photo above, taken in 1958, the Point Vicente Light Station at Palos Verdes Estates, Calif. is set on a cliff overlooking a wide expanse of the Pacific Ocean. The buildings on the left side used to house one of the Coast Guard's main West Coast radio stations, NMQ-Long Beach. The round white spot just beyond the light tower was the landing port for a helicopter which was attached to the station's rescue unit and was often called to tow crippled boats, evacuate sick and injured seamen and patrol nearby marinas.



At left, Boston Light Station, like many other lighthouses, is on an island accessible only by boat. First lit on September 14, 1716, the tower was rebuilt after the American Revolution, in 1783. Boston Light was designated a National Historic Landmark on May 13, 1964.

Lighthouses: *Angels of the Sea*

Since ancient times, mariners have depended on lighthouses to help guide their ships safely into port. Two of the Seven Wonders of the Ancient World—the Pharos of Alexandria, Egypt (285 BC) and the Colossus of Rhodes, Greece (270 BC)—were lighthouse structures. But it was not until 1716 that the first lighthouse on what would become the U.S. was built in Boston Harbor on Little Brewster Island. Hundreds more were constructed along the coasts and on the Great Lakes, almost all of them built before 1900.

Electricity had not yet been "discovered" at the turn of the 18th century, so the Boston Light Station and the others that soon followed used candles or a small lamp to illuminate the area. Whale oil and kerosene were used in later years to increase the light's intensity until 1822, when the Fresnel lens was invented by a Frenchman, Augustin Fresnel. (The lens works by bending light waves radiated from the light source on all sides and focusing the light on a single plane—the horizon.)

In the 1930s, the U.S. Coast Guard became the custodian of lighthouses in America, and keeping the light burning was the job of a lighthouse keeper. Each evening at sunset, the keeper would climb the stairs to the top of the tower to light the lantern.

Early in this century, most of the lighthouses were electrified and the lights automated. Since the source of light was no longer a burning flame, the job of the lighthouse keeper became unnecessary. Today, Boston Light is the only one to retain its keeper.

Piney Point Lighthouse

Just a few miles from the Seafarers Harry Lundeberg School of Seamanship in Piney Point, Md. is the Piney Point Lighthouse. Built in 1836, it was the first

lighthouse constructed entirely on the shores of the Potomac River and today is one of 25 from the original 44 lighthouses erected between 1822 and 1910 still left in Maryland.

Now a part of the St. Clements Island Potomac River Museum, the small, squat Piney Point Lighthouse was once known as the "Lighthouse of the Presidents." In its heyday, Piney Point (with its elegant Piney Point Hotel) was a popular resort for the "rich and famous" of the area, including presidents Theodore Roosevelt, Millard Fillmore, Franklin Pierce and James Monroe, as well as vice presidents, First Lady Dolly Madison, statesmen and other celebrities.

The Coast Guard decommissioned Piney Point Lighthouse in 1964 and turned the structure (along with its keeper's house) over to St. Mary's County in 1980.

Cape Hatteras Lighthouse

Unlike the Piney Point Lighthouse, which stood only 35 feet tall, the Cape Hatteras, N.C. structure is the tallest lighthouse in the U.S., standing 200 feet above sea level.

When it was built in 1870 to warn mariners away from the shoals, the candy-striped sentinel stood 1,500 feet from the ocean. Now, after more than a century of incoming and outgoing tides and soil erosion of about 10 feet per year, only 120 feet of beach stand between the lighthouse and the ocean.

To prevent the structure from eventually falling into the sea, the National Park Service, North Carolina's governor, the state's general assembly and the National Academy of Sciences have suggested moving the lighthouse 1,600 feet inland and 2,500 feet to the southwest. This proposal, however, has generated a great deal of debate, with opponents arguing that such a move would cost too much, put the monument in danger and thoroughly

destroy its character.

Whatever the plan, it has become apparent that action must be taken soon if the Cape Hatteras Lighthouse is to be preserved for future generations to enjoy.

Point Vicente Light Station

No other national lighthouse system compares with that of the United States in size and diversity of architectural and engineering types. The Point Vicente Light Station, located at Palos Verdes Estates, Calif., is another lighthouse under the vast Coast Guard mandate.

When it was built in 1926, the Point Vicente Light Station (seven miles west of San Pedro, Calif.) was a unique three-in-one station. It not only consisted of the 67-foot tower, built of concrete in the mission revival architectural style, but it also housed one of the Coast Guard's main West Coast radio stations and a landing port for a helicopter attached to the station's rescue unit.

The lantern was automated in 1973. And while the buildings and property are still well maintained, there no longer is a rescue unit or radio station. The lighthouse itself is maintained by Coast Guard volunteers who perform routine upkeep on the structure and conduct tours.

Automation Takes Over

Sadly, with the advent of modern technology and automated light stations, the days of the manned lighthouse have come to an end. Since 1990, all stations but one—Boston Light—have been automated, eliminating the need for a keeper. Without a human presence to maintain the structures, many quickly have been subjected to deterioration by the elements and vandalism. Some have succumbed to the trials of time, leaving behind nothing but memories and piles of rubble.

However, efforts by individuals, non-profit organizations and a number of lighthouse preservation societies are helping

save these structures. Some have been leased by the Coast Guard to county, state or national parks for use as museums, recreation areas and nature preserves. Others have been converted into museums, private homes, inns and youth hostels.

And so these romantic reminders of our country's heritage remain not as they once were—guardian angels to seafarers, marking dangerous headlands, shoals, bars and reefs—but merely as angels of the sea, ghostly reminders of the mighty structures that once played a large role in our nation's maritime history and served as symbols of safety, security, heroism and faithfulness.



The outside of the 35-foot tower of the Piney Point Lighthouse remains basically unchanged since the Civil War.

Dispatchers' Report for Deep Sea

JUNE 16 — JULY 15, 1998

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	42	15	13	25	13	4	11	55	25	18
Philadelphia	5	3	1	3	2	0	0	7	6	1
Baltimore	10	8	0	5	5	4	2	12	11	0
Norfolk	11	10	6	14	8	3	4	17	18	11
Mobile	13	8	2	12	6	2	9	16	7	3
New Orleans	20	7	3	10	9	6	8	37	13	2
Jacksonville	38	16	5	18	15	6	8	69	27	10
San Francisco	24	12	4	20	9	2	6	53	14	3
Wilmington	27	11	5	22	3	4	9	46	23	8
Seattle	30	10	1	23	15	3	13	47	18	1
Puerto Rico	9	2	4	8	2	7	7	14	3	5
Honolulu	8	12	5	10	9	0	4	13	18	8
Houston	33	16	7	27	12	8	9	39	24	9
St. Louis	0	2	3	1	2	3	0	2	3	4
Piney Point	3	1	2	0	1	2	1	3	5	1
Algonac	1	2	2	0	0	1	0	1	4	1
Totals	274	135	63	198	111	55	91	431	219	85
ENGINE DEPARTMENT										
New York	22	8	2	9	7	1	4	29	15	4
Philadelphia	4	0	1	1	2	0	0	10	1	1
Baltimore	6	4	0	4	9	0	6	9	4	2
Norfolk	3	6	3	4	3	1	2	5	12	2
Mobile	7	4	1	10	4	1	1	11	7	1
New Orleans	8	12	4	4	10	5	3	19	14	2
Jacksonville	20	17	8	11	10	4	6	26	22	10
San Francisco	9	12	0	12	9	1	6	13	18	4
Wilmington	10	9	4	4	7	1	2	12	18	3
Seattle	12	6	2	6	3	3	4	25	12	4
Puerto Rico	4	2	0	3	0	1	1	8	2	0
Honolulu	5	6	4	3	4	2	0	8	12	6
Houston	13	7	6	9	8	2	8	22	11	10
St. Louis	2	0	2	2	0	2	0	1	0	0
Piney Point	3	7	0	1	2	0	2	6	11	2
Algonac	1	0	0	0	1	0	0	1	1	0
Totals	129	100	37	83	79	24	45	205	160	51
STEWARD DEPARTMENT										
New York	16	10	1	14	7	1	2	22	15	1
Philadelphia	2	1	0	1	2	0	1	3	2	0
Baltimore	3	1	0	2	0	0	1	5	3	0
Norfolk	8	7	1	4	6	0	3	13	5	5
Mobile	7	2	0	6	3	0	3	7	4	0
New Orleans	9	5	0	3	4	0	3	15	5	1
Jacksonville	17	6	1	11	3	1	4	29	10	3
San Francisco	30	3	0	17	1	0	9	49	5	1
Wilmington	22	2	0	14	3	1	6	25	6	2
Seattle	20	3	1	12	2	0	6	44	3	1
Puerto Rico	3	2	1	1	2	0	3	7	4	2
Honolulu	11	5	2	7	2	6	5	14	5	3
Houston	10	2	0	11	3	0	7	18	5	0
St. Louis	2	0	0	0	0	0	0	2	0	0
Piney Point	5	4	2	3	0	0	0	10	4	2
Algonac	0	1	0	0	0	0	0	0	1	0
Totals	165	54	9	106	38	9	53	263	77	21
ENTRY DEPARTMENT										
New York	5	33	15	1	31	4	0	8	39	38
Philadelphia	0	4	1	0	4	3	0	0	3	3
Baltimore	0	3	4	0	2	1	0	1	5	8
Norfolk	0	14	10	3	6	3	0	3	20	23
Mobile	4	8	1	2	6	2	0	2	16	2
New Orleans	5	6	14	3	9	3	0	7	13	19
Jacksonville	5	15	5	4	7	7	0	8	21	18
San Francisco	10	14	2	5	12	0	0	22	28	4
Wilmington	3	17	7	1	6	4	0	6	18	12
Seattle	11	17	2	3	12	3	0	18	23	5
Puerto Rico	2	2	3	2	1	0	0	7	5	5
Honolulu	4	27	66	4	19	40	0	7	42	115
Houston	1	8	3	0	5	0	0	3	16	13
St. Louis	0	1	1	0	1	0	0	0	0	3
Piney Point	0	14	36	0	9	11	0	0	14	33
Algonac	0	1	0	0	0	0	0	0	2	2
Totals	50	184	170	28	130	81	0	92	265	303
Totals All Departments	618	473	279	415	358	169	189	991	721	460

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

September & October 1998 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney PointTuesday, September 8*

*change created by Labor Day holiday

Monday, October 5

AlgonacFriday: September 11, October 9

BaltimoreThursday: September 10, October 8

DuluthWednesday: September 16, October 14

HonoluluFriday: September 18, October 16

HoustonMonday: September 14, October 12

JacksonvilleThursday: September 10, October 8

Jersey CityWednesday: September 23, October 21

MobileWednesday: September 16, October 14

New BedfordTuesday: September 22, October 20

New OrleansTuesday: September 15, October 13

New YorkTuesday: September 8, October 6

NorfolkThursday: September 10, October 8

PhiladelphiaWednesday: September 9, October 7

San FranciscoThursday: September 17, October 15

San JuanThursday: September 10, October 8

St. LouisFriday: September 18, October 16

TacomaFriday: September 25, October 23

WilmingtonMonday: September 21, October 19

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

Personals

HOWARD C. ALBERSON

Please contact:

Jung Ja and Marin Alberson
 1549-2 Dadae 1 Dong 50/2
 Munkan Dae Apt. 20-403HO
 Saha-Ku
 Bosa, Korea 604-051.

Or, you may write to John J. Ashley, 9107
 Benthos, Houston, Texas 77083; telephone (713)
 281-5680.

ROBERT CHARLES BLAIR

Anyone with information on Robert Charles
 Blair, who sailed in the late 1960s, please contact
 Jodie Davis (Patty's daughter) at (718) 714-6844.

ROBERT ELMASIAN

Please contact Patrick McClendon at (800) 364-
 0807.

LUIS ANGEL VILLANUEVA

Luis Angel Villanueva, born approximately 1918
 in Puerto Rico, please contact Steve Levy at (212)
 355-3048

Notices

TEXAS AREA USMMV REUNION

The Texas Chapter of the U.S. Merchant Marine
 Veterans of World War II, the Lone Star Chapter of
 the American Merchant Marine Veterans and the
 local U.S. Navy Armed Guard Veterans announce an
 area reunion for merchant marine and Navy armed
 guard veterans on November 20-21, 1998. The event
 will be held at the Holiday Inn Select in Houston.
 For additional information, please call Robert E.
 Thornton, president of the Texas chapter of the
 USMMVWWII, at (713) 665-1276.

SIU-MC&S ANNUAL PICNIC

The annual SIU-Marine Cooks & Stewards pic-
 nic is scheduled for September 13, from noon until 5
 p.m. at the barbecue area at San Bruno Park. This is
 a pot luck, BYOB picnic.

**Seafarers International Union
Directory**

Michael Sacco
President
John Fay
Executive Vice President
David Heindel
Secretary-Treasurer
Augustin Tellez
Vice President Contracts
Roy A. "Buck" Mercer
Vice President Government Services
Jack Caffey
Vice President Atlantic Coast
Byron Kelley
Vice President Lakes and Inland Waters
Dean Corgoy
Vice President Gulf Coast
Nick Marrone
Vice President West 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, CA 90744
(310) 549-4000

Dispatchers' Report for Great Lakes

JUNE 16 — JULY 15, 1998

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

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Algonac	0	29	8	0	15	5	0	14	3
Port	DECK DEPARTMENT								
Algonac	0	15	2	0	7	1	0	8	1
Port	ENGINE DEPARTMENT								
Algonac	0	6	4	0	4	0	0	2	4
Port	STEWARD DEPARTMENT								
Algonac	0	28	26	0	17	4	0	11	22
Port	ENTRY DEPARTMENT								
Totals All Depts	0	78	40	0	43	10	0	35	30

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

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

Dispatchers' Report for Inland Waters

JUNE 16 — JULY 15, 1998

*TOTAL REGISTERED
All Groups
Class A Class B Class C

TOTAL SHIPPED
All Groups
Class A Class B Class C

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

Region	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	8	2	8	3	1	4	5	1	15
Lakes, Inland Waters	31	0	0	8	0	0	44	0	0
West Coast	1	1	0	3	2	4	3	3	6
Totals	40	3	8	14	3	8	52	4	21
Region	DECK DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	1	1	3	0	0	1	1	1	0
Lakes, Inland Waters	22	0	0	13	0	0	8	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	23	1	3	13	0	1	9	1	0
Region	ENGINE DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	3
Lakes, Inland Waters	12	0	0	7	0	0	16	0	0
West Coast	0	0	1	0	0	1	0	0	5
Totals	12	0	1	7	0	1	16	0	8
Region	STEWARD DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	3
Lakes, Inland Waters	12	0	0	7	0	0	16	0	0
West Coast	0	0	1	0	0	1	0	0	5
Totals	12	0	1	7	0	1	16	0	8
Totals All Depts	75	4	12	34	3	10	77	5	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.

PICS-FROM-THE-PAST

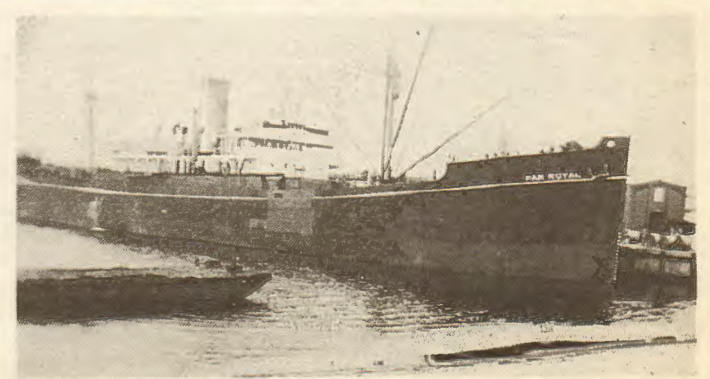
These photographs were sent to the *Seafarers LOG* by Klaus Kueck of Bay St. Louis, Miss.

Brother Kueck, 78, who sailed as an AB, is a charter member, having joined the SIU in 1938.

Among the many historic photos he sent to the *LOG*, the three appearing on this page were taken in October 1939 aboard the *Pan Royal*, a Waterman Steamship Co. vessel.

Brother Kueck is a veteran of World War II. He sailed in the U.S. Navy from 1942 to 1946.

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.

One recertified steward and two recertified bosuns are among the 14 Seafarers retiring this month.

Recertified Steward **Raymond C. Agbulos**, and Recertified Bosuns **John P. Davis** and **David L. Newman**, represent a combined total of more than 95 years of active union membership. They are graduates of the highest level of training available to members in the steward and deck departments, respectively, at the Lundeberg School in Piney Point, Md.

Including the three recertified graduates, eight of the pensioners sailed in the deep sea division, five shipped on inland vessels and one worked in the railroad marine division.

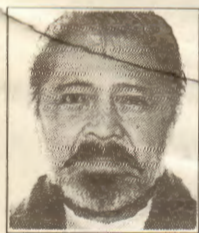
Eight of the retirees sailed in the deck department, four shipped in engine department and two were members of the steward department.

This month's pensioners have retired to all corners of the globe: seven reside in the Gulf states, five make their homes on the East Coast, one lives on the West Coast and one calls Greece home.

Nine pensioners served in the U.S. military—five in the Navy, two in the Army and two in the Air Force.

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

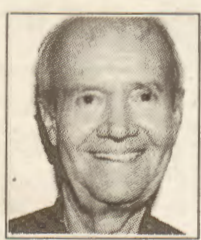
DEEP SEA



RAYMUNDO C. AGBULOS, 71, began sailing with the Seafarers in 1970. He sailed in the steward

department and upgraded at the Lundeberg School in Piney Point, Md., where he graduated from the steward recertification program in 1986. Between the years of 1945 and 1968, he served in the U.S. Navy. Brother Agbulos last sailed on the *Lt. Calvin P. Titus*, operated by Maersk Line. He makes his home in Fremont, Calif.

JOHN P. DAVIS, 67, joined the SIU in 1967 in the port of San Francisco. The Cleveland native sailed in the deck



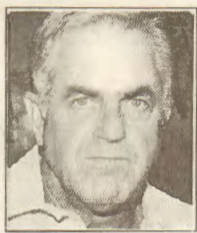
department and upgraded frequently at the Lundeberg School, completing the bosun recertification course there in 1984. Brother Davis last signed off the *LNG Leo*, an Energy Transportation Corp. vessel and has retired to Port St. Lucie, Fla. From 1952 to 1954, he served in the U.S. Army.



RAYMOND J. MOORE, 65, first sailed with the Seafarers in June 1953 from the port of New York. Born in Philadelphia, he sailed in the deck department. Brother Moore's last

tour of duty was in December 1990 aboard the *Potomac*, a vessel operated by Connecticut Transportation. He lives in Mantua, N.J.

DAVID L. NEWMAN, 66, started his career with the SIU in 1960. Born in Illinois, he sailed in the deck department



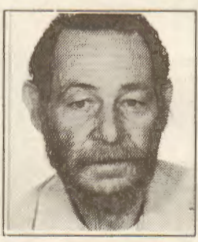
and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1985. From 1951 to 1955, he served in the U.S. Navy. Brother Newman was involved in many union campaigns and activities in north Florida. He makes his home in Jacksonville, Fla.



CHARLES D. POLK, 57, was born and raised in Mobile, Ala. He joined the SIU in 1964 in the port of Mobile. The

engine department member upgraded his skills at the Lundeberg School. Brother Polk last signed off the *Green Island*, operated by Waterman Steamship Corp. From 1959 to 1962 he served in the U.S. Air Force. He lives in his native Mobile.

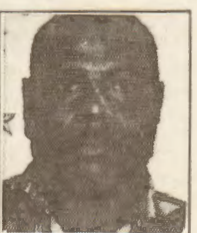
IOANNIS I. PRASINOS, 65, graduated from the Andrew Furuseth Training School in 1969 and joined the Seafarers in the port of New York. Born in Piraeus, Greece, he sailed in the deck department and upgraded to quartermaster at the Lundeberg School. Brother Prasinios last sailed aboard the fast sealift ship *Antares*. He has retired to his native Greece.



DANIEL A. STEWART, 62, began his career with the SIU in 1966. Born in Miami, he served in the U.S. Navy

from 1954 to 1961. Brother Stewart sailed in the deck department, making his last journey in January 1997 aboard the *Sea-Land Quality*. He has retired to Houston.

LAWRENCE P. WRIGHT, 48, graduated from the Lundeberg School's entry level training program in 1967 and joined the Seafarers in the port of Piney Point, Md. Born in Mobile, Ala., he sailed in the engine department and upgraded at the Lundeberg School. Brother



Wright made his last voyage aboard the *Sam Houston*, a Waterman Steamship Corp. vessel. He calls New Orleans home.

INLAND



ROBERT L. CONNER, 55, began sailing with the SIU in 1965. Born in Port Arthur, Texas, he worked as a chief engineer.

Boatman Conner sailed primarily aboard vessels operated by Sabine Towing and Transportation, last sailing on the *Spartan*. He resides in Vidor, Texas.

LEROY E. DURRANCE, 62, started his career with the Seafarers in 1981. A native of Walerton, Fla., he sailed as a member of the steward department and last signed off the *Padre Island*, operated by NATCO. From 1953 to 1971, he served in the U.S. Navy.



Boatman Durrance takes up residence in Honaker, Va.



DAVID W. GREEN JR., 52, graduated from the Lundeberg School's entry level training program in 1969 and

joined the SIU in the port of New Orleans. Starting out in the deep sea division, he later transferred to inland vessels. The deck department member sailed primarily aboard G&H Towing vessels, last sailing as a master. From 1965 to 1968, he served in the U.S. Army. Texas City, Texas is the home for Boatman Green.

JAMES A. HENDERSON, 62, began his career with the Seafarers in 1958. Born in Tuscaloosa, Ala., Boatman Henderson sailed as a captain, last working aboard the *Gladiator*, operated by Crowley



Marine Services in Jacksonville, Fla. From 1952 to 1956, he served in the U.S. Navy. He makes his home in Gordo, Ala.



FRANK H. THEILER, 65, began sailing with the SIU in 1963 from the port of Houston. A native of La-Marque, Texas,

he worked in the engine department, primarily with Galveston Wharves. He lives in LaMarque.

RAILROAD MARINE

HAROLD M. RAINIER, 61, joined the Seafarers in 1959 in the port of Norfolk, Va. The Virginia native sailed in the deck department. From 1960 to 1966, he served in the U.S. Air Force. Brother Rainier worked primarily for the marine division of the C&O Railroad and resides in Cobbs Creek, Va.



Labor Exposes Loophole on Made in USA Label Duty-free Goods Are Moved from Mariana Sweatshops

The Made in USA label is widely accepted as being free from abuses associated with Third World sweatshops—exploitation, child labor, low wages, unhealthy working conditions and related problems. But it's a different story when the label reads Made in the USA and the items were actually produced in the U.S. Commonwealth of the Northern Mariana Islands (CNMI), reports the AFL-CIO Union Label & Service Trades Department.

As detailed in a special edition of the department's *Label Letter*, most of the \$800 million worth of clothing shipped from the Mariana Islands into the United States duty-free last year was legally labeled Made in USA. However, most of the garments (going to U.S. companies like The GAP, GEAR, J.C. Penney, Ralph Lauren, The Limited and Tommy Hilfiger, among others) were made in factories run as virtual sweatshops. Of the 26 factories in Saipan, the capital of the CNMI, 21 are owned by Asians, and manning the factories are 35,000 "guest workers," brought in from China, the Philippines, Bangladesh and Sri Lanka.

In addition to working for the CNMI's minimum wage of \$3.05 per hour (\$2.10 less than the U.S. minimum wage, which does not apply to the Mariana Islands), the foreign workers have paid thousands of dollars to job brokers merely to get the jobs. They then are forced to live and eat in barracks provided by the factories (often behind razor wire fences) and have as much as \$200 each month deducted for room and board.

The AFL-CIO describes the

problem as more of a moral and ethical one, however, since this is all taking place under federal legislation passed in 1976 which gave the CNMI special privileges when it became a U.S. territory. The privileges were aimed at helping develop a local economy to benefit the islands' 27,000 permanent residents.

But in addition to these special privileges, the companies are openly ignoring other U.S. laws from which the CNMI is not exempt, such as providing safe and healthful working conditions, the provision for premium pay for overtime work and the right to organize.

"None of this would be tolerated in the 50 states," said Charles Mercer, president of the Union

Label & Service Trades Department. "Obviously the battle to protect the integrity of the Made in USA label is not over."

"It's an absolute insult to American workers and American taxpayers that you would be able to make these products using harshly exploited individuals and foreign workers and then get all the benefits of using the Made in USA label," said Rep. George Miller (D-Calif), who, with 74 cosponsors, has introduced legislation (H.R. 1450) to take away most of the federal benefits enjoyed by companies in the CNMI that violate American laws.

A similar bill was introduced in the Senate (S. 1275) by Senator Frank Murkowski (R-Alaska).

Retiring from the Sea

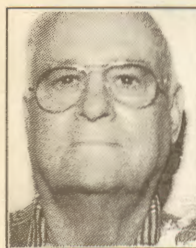


Chief Cook Alberto Falcon (left) sent this photo to the Seafarers LOG to let the membership know that Second Mate Rubin Salazar retired from sailing on April 1 of this year. This photo was taken when the two worked together on an OMI vessel. Salazar, who started out in the SIU and came up through its ranks, was once a lightweight boxing contender. His many friends among active and retired Seafarers wish him well.

Final Departures

DEEP SEA

MANUEL D. AGUAS



Pensioner Manuel D. Aguas, 84, passed away May 17. Brother Aguas joined the Seafarers in 1947 in the port of New York.

Born in Portugal, he sailed in the engine department and upgraded at the Lundeberg School in Brooklyn, N.Y. During his career, he was active in union organizing drives. He was a veteran of World War II, having served in the U.S. Navy from 1942 to 1945. Brother Aguas began receiving his pension in December 1976. He was a resident of Albertson, N.Y.

HERBERT BENNETT

Herbert Bennett, 68, died April 23. Born in North Carolina, he started his career with the SIU in 1958 in the port of Norfolk, Va. He worked in the engine department, last sailing in 1984 aboard the *Sea-Land Leader*. Brother Bennett was a resident of Norfolk, Va.

ERWIN O. BERWALD



Pensioner Erwin O. Berwald, 77, passed away April 30. A native of Cleveland, he joined the Seafarers in 1948 in the port of New York.

Starting out in the steward department, he later transferred to the engine department and upgraded his skills at the Lundeberg School in Piney Point, Md. A resident of Houston, Brother Berwald retired in November 1985.

RODNEY D. BORLASE

Pensioner Rodney D. Borlase, 76, died May 4. He began sailing with the SIU in 1962 from the port of Norfolk, Va., aboard the *Azalea City*, a Sea-Land Service vessel. Born in England, he worked in the engine department. Prior to his retirement in March 1987, his final voyage was aboard the Transoceanic Cable Ship Co.'s *Long Lines*. Brother Borlase was a resident of Norfolk, Va. He was a veteran of World War II, having served in the U.S. Marine Corps from 1940 to 1946.

ERNEST BROWN

Pensioner Ernest Brown, 79, passed away February 25. Born in Missouri, he joined the Marine Cooks & Stewards (MC&S) in 1944, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). A resident of Oakland, Calif., Brother Brown began receiving his pension in September 1973.

GRADY K. BROWN

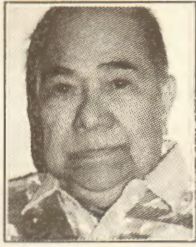


Pensioner Grady K. Brown, 74, died May 4. A native of Texas, he started his career with the Seafarers in 1946 in the port of Baltimore. Brother Brown

sailed in the engine department and retired in December 1988. He was a resident of Bremond, Texas.

ALFREDO B. CALANO

Pensioner Alfredo B. Calano, 85, passed away May 23. Born in the Philippines, he began sailing with the SIU in 1947 from the port of San



Francisco. Brother Calano sailed in the engine department and started receiving his pension in April 1977. He was a resident of San Francisco.

OSCAR COOPER



Pensioner Oscar Cooper, 84, died May 14. Brother Cooper first sailed with the Seafarers in 1956 from the port of Mobile, Ala. aboard the *Raphael*

Semmes, operated by Waterman Steamship Corp. The South Carolina native sailed in the engine department. A resident of Chickasaw, Ala., Brother Cooper began receiving his pension in June 1979.

JOHN E. EDMONDS

Pensioner John E. Edmonds, 85, passed away December 18, 1997. He joined the MC&S in 1945, before that union merged with the SIU's AGLIWD. Brother Edmonds retired in January 1970. He was a resident of Berkeley, Calif.

LUCAS E. ELEFANTE

Pensioner Lucas E. Elefante, 85, died February 13. A native of the Philippines, he began sailing with the MC&S in 1945, before that union merged with the SIU's AGLIWD. A resident of San Francisco, Brother Elefante, began receiving his pension in July 1975.

WENCISLAO V. EUGENIO



Pensioner Wencislaos V. Eugenio, 87, passed away March 28. Brother Eugenio joined the MC&S in 1955 in the port of San Francisco,

before that union merged with the SIU's AGLIWD. Born in the Philippines, he made his home in San Francisco. He retired in March 1972.

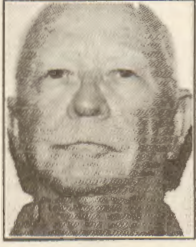
WILLARD GRAYSON



Pensioner Willard Grayson, 72, passed away May 30. A native of Texas, he began sailing with the Seafarers in 1968 from the port of New

York. Working as a member of the engine department, he last sailed aboard the *USNS Bellatrix*, a Bay Ship Management vessel. From 1945 to 1947, he served in the U.S. Air Force. Brother Grayson was a resident of Houston. He retired in 1991.

STANLEY T. GROOMS



Pensioner Stanley T. Grooms, 66, died May 15. Brother Grooms started his career with the SIU in 1959 in the port of New York. Prior to

his retirement in August 1988, the engine department member signed off the *San Juan*, a Puerto Rico Marine Management, Inc. vessel. He was a resident of Jupiter, Fla.

JUAN R. FUENTES

Pensioner Juan R. Fuentes, 83, died

January 8. He joined the MC&S in 1947, before that union merged with the SIU's AGLIWD. A resident of San Francisco, Brother Fuentes began receiving his pension in March 1971.

JOHN A. HAMOT

Pensioner John A. Hamot, 75, passed away April 27. He first sailed with the Seafarers in 1941 in the port of New York. Brother Hamot worked in the deck department and upgraded his skills at the Lundeberg School. A native of Massachusetts, he made his home in New Bedford. Brother Hamot began receiving his pension in April 1993.

JAMES B. HENLEY



Pensioner James B. Henley, 76, died June 3. Born in Georgia, he joined the SIU in 1943 in the port of New York. Brother Henley sailed in

the deck department and retired in August 1966. He was a resident of Richmond Hill, Ga.

ADRIAN J. JANACEK



Pensioner Adrian J. Janacek, 76, passed away May 25. A native of Washington, he began sailing with the Scafarers in

1966 from the port of Seattle. His first ship was the *Summit*. He sailed as a member of the deck department. A veteran of World War II, he served in the U.S. Navy from 1940 to 1945. Brother Janacek was a resident of Seattle and began receiving his pension in May 1994.

EDWARD L. JOHNSON

Pensioner Edward L. Johnson, 66, died June 17. Brother Johnson first sailed with the SIU in 1960 from the port of Baltimore aboard the *Josefina*, operated by Liberty Navigation Trading Co. The Maryland native sailed in the steward department and upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1985. From 1950 to 1952, he served in the U.S. Air Force. Brother Johnson was a resident of Baltimore. He retired in February 1991.

HOWARD L. JOHNSON

Pensioner Howard L. Johnson, 100, passed away June 7. Born in Nebraska, he joined the MC&S before that union merged with the SIU's AGLIWD. Brother Johnson made his home in St. Paul, Minn. and started receiving his pension in February 1968.

FRANK W. LAWRENCE



Pensioner Frank W. Lawrence, 74, passed away June 1. A native of Texas, he joined the MC&S in 1944, before that union merged with the SIU's

AGLIWD. From 1953 to 1955, he served in the U.S. Army. He lived in Portland, Ore. and began receiving his pension in February 1989.

LEYAL E. JOSEPH

Pensioner Leyal E. Joseph, 79, died May 18. He started his career with the Seafarers in 1955 in the port of New York. The New York native

sailed in the deck department and upgraded at the Lundeberg School, where he completed the bosun recertification course in 1974. Brother Joseph lived in Sarasota, Fla. and retired in February 1984.

DAVID LEDESMA



Pensioner David Ledesma, 89, died March 22. Born in Puerto Rico, he started his career with the MC&S in 1954 in the port of Portland, Ore., before that

union merged with the SIU's AGLIWD. Brother Ledesma was a resident of New York. He retired in January 1981.

INLAND

DUDLEY A. BONVILLAIN

Pensioner Dudley A. Bonvillain, 71, passed away May 4. Boatman Bonvillain joined the Seafarers in 1957 in the port of New Orleans. The Louisiana native worked in the engine department, last sailing as a chief engineer. A resident of Lockport, La., he began receiving his pension in May 1989.

JOHN M. EVANS

John M. Evans, 64, died June 4. A native of Maryland, he first sailed with the SIU in 1993. Boatman Evans worked in the deck department and sailed primarily aboard vessels operated by Association for Maryland Pilots. He was a resident of Ewell, Md.

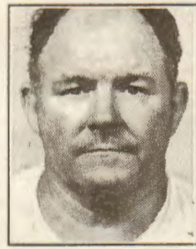
HOWARD L. (BUD or SKID) GIBSON



Pensioner Howard L. (Bud or Skid) Gibson, 70, passed away May 18. He began sailing in 1944 as a deckhand in Norfolk Harbor and

joined the Seafarers in 1961 in the port of Norfolk, Va. The Virginia native last worked as a tugboat operator. A resident of Jupiter, Fla., Boatman Gibson began receiving his pension in March 1983.

EDWARD J. HIBBARD



Pensioner Edward J. Hibbard, 86, died May 13. Born in Virginia, he started with the SIU in 1942 in the port of Baltimore.

Originally a deep sea member, he later transferred to inland vessels. During his career he sailed as a deckhand and was active in union organizing drives. Boatman Hibbard was a resident of Baltimore and retired in October 1976.

LYLE L. ORN

Pensioner Lyle L. Orn, 70, passed away March 25. A native of South Dakota, he began his career with the Seafarers in 1967 in the deep sea division and later transferred to inland vessels. During his career, Boatman Orn advanced his skills from tankerman to a licensed tugboat operator, sailing primarily aboard vessels operated by McAllister Towing Co. From 1945 to 1965, he served in the U.S. Navy. A resident of Virginia Beach, Va., he began receiving his pension in April 1990.

GREAT LAKES

JAMES E. CONNOR



Pensioner James E. Connor, 74, passed away June 12. Born in New York, he joined the Seafarers in 1960 in the port of Detroit.

Brother Connor worked in the deck department, last sailing aboard the *American Republic*, operated by American Steamship Co. A veteran of World War II, he served in the Army from 1942 to 1948 and also in the Navy from 1950 to 1951. Brother Connor was a resident of Cheektowaga, N.Y. and retired in February 1989.

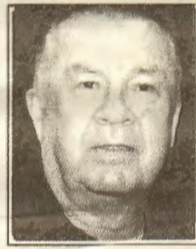
HAROLD M. LEHMAN



Pensioner Harold M. Lehman, 78, died May 20. Brother Lehman started his career with the SIU in 1968 in the port of Duluth, Minn.,

aboard the *Joe S. Morrow*. A native of Michigan, he sailed in the deck department. During World War II, he served in the U.S. Navy from 1942 to 1945. The Portland, Mich. resident started receiving his pension in November 1984.

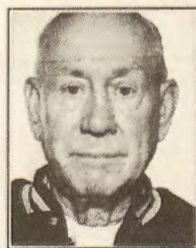
STUART M. SAARI



Pensioner Stuart M. Saari, 71, died March 14. Brother Saari joined the SIU in 1970 in the port of Buffalo. Born in Michigan, he worked in the

engine department, last sailing in 1990 aboard the *Paul Thayer*, operated by Pringle Transit. He was a resident of Detroit and retired in April 1992. From 1950 to 1952, he served in the U.S. Army.

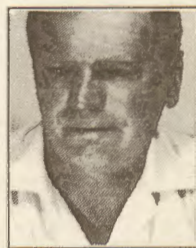
LEO R. TROY



Pensioner Leo R. Troy, 72, passed away April 9. A native of Michigan, he started his career with the Seafarers in 1951 in the port

of Detroit. He worked in the deck department. Prior to his retirement in November 1990, he signed off the *Columbia*, operated by Bob-Lo Company. During the World War II years of 1941 to 1947, Brother Troy served in the U.S. Army. He was a resident of Detroit.

JOSEPH A. WILKES



Pensioner Joseph A. Wilkes, 73, died April 6. Born in Pennsylvania, he joined the SIU in 1960 in the port of Detroit. Brother Wilkes worked

in the deck department, last sailing aboard the *American Mariner*, a American Steamship Co. vessel. He was a veteran of World War II, having served in the U.S. Army from 1943 to 1946. A resident of Toledo, Ohio, he started receiving his pension in September 1987.

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.

BLUE RIDGE (Crowley Petroleum Transport) May 24—Chairman **Al Alwaseem**, Secretary **Ron Malozi**, Deck Delegate **Clemente Rocha**, Engine Delegate **Michael Ribeiro**, Steward Delegate **Chris Boronski**. Chairman announced payoff in Houston. Secretary stated linens and plastics to go ashore in Houston and new stores to be taken on there. Educational director reminded crew of importance of upgrading at Lundeberg School in Piney Point, Md. Letter from headquarters read to crew concerning overtime. No beefs or disputed OT reported. Next ports: Houston, New York and Norfolk, Va.

LIBERTY SEA (Liberty Maritime) June 14—Chairman **Gerald M. Westphal**, Secretary **Janet Price**, Deck Delegate **Omaha Redda**, Engine Delegate **Wayne Watts**, Steward Delegate **Glenn Bertrand**. Chairman discussed president's report in LOG and reminded crew of importance of reading paper to stay updated on maritime issues. He also informed crew of 10-15 day layup in Galveston, Texas while waiting for cargo. Secretary advised crew to look in dry store room for packing boxes. Educational director spoke of importance of upgrading skills as often as possible. He reminded everyone to use safety precautions and to apply for training record books (TRBs) before August 1 deadline. Some disputed overtime reported in steward department. Crew also reminded of smoking restrictions and standards for cleanliness. Vote of thanks given to galley gang. Crew reported exercise bike needs fixing. Next port: Galveston.

LIBERTY SPIRIT (Liberty Maritime) June 14—Chairman **Juan Rivas**, Secretary **Paul Stubblefield**, Steward Delegate **Chris Green**. Chairman stated communications received regarding STCW and TRBs. Secretary reminded crew to put linens in bags in passageway and dump trash before leaving. He also reminded them of deck-waxing

A Good Feeder



Chief Cook Jorge Bernardez (left) and Chief Steward Lovell McElroy Sr. serve up a Sunday prime rib dinner aboard the *Richard G. Matthiesen*. (Photo by QMED Gilbert Tedder Jr.)

procedures. Some disputed OT reported in deck department regarding cargo hold cleaning. Crew requested contracts department look into raising pension and lowering amount of sea time required. Crew also asked contracts department to review allowing paid vacation time to count toward retirement requirements. Request made for extra washer and dryer for unlicensed personnel. Vote of thanks given to steward department and rest of crew for a job well done.

LIBERTY STAR (Liberty Maritime) May 31—Chairman **Hugo Dermody**, Secretary **Malcolm C. Holmes**, Deck Delegate **Burlin L. Pinion**, Engine Delegate **German C. Valerio**, Steward Delegate **Mariano Martinez**. Chairman reminded crew to apply for TRBs. Educational director advised crew to check with Lundeberg School before applying for courses. Some disputed OT reported in deck department. Vote of thanks given to steward department for job well done. Request put in for new filters for washing machines.

LNG TAURUS (Energy Transportation Corp.) June 7—Chairman **Daniel Marcus**, Secretary **Arlene M. Ringler**. Deck Delegate **John D. Ray**, Engine Delegate **Curtis L. Jackson**, Steward Delegate **Brian T. McEleney**. Members received information on money purchase plan benefit. Request for more scheduled LNG recert classes sent to headquarters for consideration. Chairman thanked crew for good, safe, cooperative work. Secretary also thanked them for good attitudes. Educational director suggested attending the Paul Hall Center for increased job security. Treasurer announced \$142 in ship's funds. Crew thanked steward department for excellent meals and desserts and for catering to them when working extra long hours due to drain problems. Next ports: Arun, Indonesia and Himeji, Japan.

MAERSK COLORADO (Maersk Line) May 24—Chairman **Mo Ahmed**, Secretary **Salvatore E. Torneo**, Deck Delegate **Frank Cottogin III**, Engine Delegate **Scott P. Brady**. Chairman and educational director reminded crew to upgrade at Lundeberg School whenever opportunity arises. Secretary pointed out that crew should remain aware of all SIU political activities and that all z-cards must be renewed (see back of card for expiration date). Crew asked to clean lint filter in dryer and to keep rec room clean. No beefs or disputed OT reported.

OMI COLUMBIA (OMI) June 14—Chairman **Anthony Sabatini**, Engine Delegate **Mike Kifle**, Steward Delegate **Larry Lopez**. Repair lists filled out. Crew reminded to upgrade at Harry Lundeberg School and to obtain TRBs by August 1. Chairman announced pay raise July 1. Payoff to be held in Richmond, Calif.

Secretary stated department running smoothly. Treasurer announced all \$40 in fund used to purchase movies. Captain informed crew of layup July 15 for shipyard repairs.

OSPREY (Osprey-Acomarit) May 24—Chairman **Sean Ryan**, Secretary **Justo Lacayo**, Deck Delegate **Aubrey Davis**, Engine Delegate **Peter Cooley**, Steward Delegate **Jose Guzman**. Secretary reported stores are on time. Educational director reminded crew to hone skills in Piney Point and to get TRBs by August 1. Possible affiliation of NMU and SIU discussed. Suggestion made for day off after round trip and for STCW document to be placed on z-card. Crew inquired about certain deck department procedures. They also requested antenna to pick up armed forces radio. Steward department thanked by crew for job well done. Next port: Wilmington, N.C.

OVERSEAS CHICAGO (Maritime Overseas) May 26—Chairman **Jesse Mixon**, Secretary **Greg Lynch**, Deck Delegate **Brian Bush**, Engine Delegate **Eddie Whisenant**, Steward Delegate **Robert Mensching**. Chairman read memo from Augie Tellez regarding TRBs. Payoff announced for arrival in Honolulu. Secretary noted upcoming retirement of Brother George McCartney and welcomed Nick Marrone to West Coast. He also reminded members of zero tolerance for drugs and alcohol, especially in port of Valdez. Educational director encouraged crew to utilize Paul Hall Center to best advantage. Crew expressed excitement over possibility of SIU and NMU affiliation. Request put in for new radio in lounge. Next port: Honolulu.

OVERSEAS JOYCE (OSG Car Carriers) June 5—Chairman **Richard Bradford**, Secretary **Michael Gramer**, Engine Delegate **James R. Smart**. Chairman announced payoff upon arrival in Portland, Ore. and that next voyage scheduled for Toyohashi, Japan and U.S. West Coast. Educational director spoke of importance of upgrading skills in Piney Point. No beefs or disputed OT reported. Next ports: Portland and Long Beach, Calif.

OVERSEAS JUNEAU (Maritime Overseas) May 31—Chairman **Wayman Sellers**, Secretary **William E. Bragg**, Deck Delegate **Solomon H. Shields**, Engine Delegate **Ron Day**, Steward Delegate **Nasar Alfaqih**. Crew resolved coffee-making duties to everyone's satisfaction. Chairman informed crew of new sail orders which move payoff to later date in Hawaii. He reminded crew to keep doors and portholes closed while cleaning tanks. Secretary said he will assist crew in completing TRB applications. Educational director advised all who don't have TRBs to get them by August 1. He also suggested to check that all certifications and documentations are current, and reminded crew of importance of attending classes at Paul Hall Center. Letter posted on crew board from HQ regarding change to shipping rules with respect to TRBs. FAX regarding startup of riding gangs from Anchorage, Alaska also posted. Several new mattresses received aboard ship. Anyone who needs new mattress should speak to steward department. Next ports: Valdez, Alaska and Honolulu.

OVERSEAS OHIO (Maritime Overseas) May 22—Chairman

Tim Koebel, Secretary **Joe I. Ortega**, Deck Delegate **George R. Moxley**, Engine Delegate **Edmond Bridges**, Steward Delegate **Norman W. Cox**. Chairman discussed requirements of day-workers and rules for elevator usage. He also reported on call made to Coast Guard regarding training requirements for STCW renewal. Deck delegate noted some disputed OT. Crew extended thanks to captain for new TV and microwave.

RICHARD G. MATTHIESEN (Ocean Shipholding) May 30—Chairman **Dana Naze**, Secretary **Lovell McElroy Sr.**, Deck

discussed Coast Guard recommendation against solo night watches. He also discussed NLRB's case against Avondale shipyard and affiliation talks with NMU. Treasurer announced \$20 in movie fund. Crew urged defeat of anti-worker Proposition 226. Crew reminded to update tetanus shots every five or 10 years to prevent sudden infection. Next port: Elizabeth, N.J.

SEA-LAND PERFORMANCE (Sea-Land Services) June 7—Chairman **Jimmie L. Scheck**, Secretary **Edward M. Collins**, Educational Director **Dann G. Manthei**. Chairman advised crew

Camaraderie Aboard S-L Independence



When the *Sea-Land Independence* pulled into the port of Elizabeth, N.J. recently, crew members gathered for a group photo with SIU Patrolman Jack Caffey Jr. From the left are Electrician Al Parker, Chief Cook Charles Atkins, AB Damion Krowicki, Patrolman Caffey, Bosun T. Alanano, AB Richard Fleming, AB Errol Hall, Steward Tommy Belvin, DEU Kamal Ismail and (standing in back) AB Arnold Lopez.

Delegate **James Hagberg**, Engine Delegate **Gilbert Tedder Jr.**, Steward Delegate **Cornelius Watkins**. Secretary commented on recertification programs. Educational director advised crew to upgrade at Paul Hall Center and to apply for TRBs soon. Treasurer announced \$81 in crew fund and \$1,000 in ship's fund. Crew asked contracts department to review raising medical and dental benefits. Members requested copy of current medical benefit booklet. They also made several inquiries about TRBs and imminent danger pay for travel to Persian Gulf. Next ports: Singapore and Guam.

SEA-LAND EXPLORER (May 31)—Chairman **Raymond Yager**, Secretary **William Burdette**, Deck Delegate **Joseph DeJesus**. Crew informed of international phone installed in port of Kobe. Chairman expressed his thanks to crew for last voyage. He also thanked pay person Judie Navarrete for her good work and wished her well in retirement. Educational director urged crew to support SPAD. He also reminded them of importance of upgrading at Lundeberg School. Treasurer informed crew of effort being made toward developing a ship's fund. No beefs or disputed OT. Next port: Long Beach, Calif.

SEA-LAND INTEGRITY (Sea-Land Services) May 24—Chairman **Domingo León**, Secretary **Franklyn Cordero**, Deck Delegate **Syed A. Mehdi**, Engine Delegate **Richard Daisley**, Steward Delegate **Thomas W. Milovich**. Vote of thanks extended to steward department from entire crew for job well done. All hands reminded to attend classes in Piney Point for job security and advancement in industry. Secretary announced 15-day dry dock in Hamburg, Germany to clean oil room beginning June 11. He also reminded crew to stay abreast of maritime events by reading *Seafarers LOG*. Educational director

of August 1 deadline for acquisition of TRBs. He also informed crew of payoff on June 13. Secretary asked crew to take dirty dishes to pantry and to put all laundry in proper receptacles. He reminded crew of importance of donating to SPAD. Educational director reiterated TRB deadline. Crew informed of receipt of new movies. No beefs or disputed OT reported. Crew asked contracts department to review changing seatime needed in order to retire. Vote of thanks given to steward department for job well done. Crew thanked QMED Coy Harrington for fixing 04 water fountain.

SULPHUR ENTERPRISE (Sulphur Carriers) May 24—Chairman **Marvin Zimbro**, Secretary **N. Tran**, Deck Delegate **Efstratios Zoubantis**, Engine Delegate **Sean Walker**, Steward Delegate **Rice Pham**. Chairman spoke about importance of upgrading at Lundeberg School. He also reminded crew to wear long-sleeve shirts and long pants when on dock. Steward department given vote of thanks for job well done. Payoff due at end of month.

USNS SHUGHART (Bay Ship Management) May 24—Chairman **Fritz McDuffie**, Secretary **Toyo Gonzales**, Educational Director **Richard Larsen**, Treasurer **George Macaluso**, Engine Delegate **Richard Sanford**, Steward Delegate **Mohamed Muthanna**. Reply from headquarters received regarding benefit plan eligibility requirements. Secretary reported all replies from SIU are filed and all union members can look at them. Educational director reminded crew of opportunities available in Piney Point. Crew informed that anthrax shots are required on MSC vessels in Arabian Gulf. Vote of thanks given to steward department for great job and to Chief Electrician **Richard Larsen** for keeping galley equipment working. Next port: Dubai, UAE.

'Sailing Gave Me a Good Life'

Bosun Trikoglou Caps 35-Year Career With SIU



Fellow Seafarers and officers present a watch to Recertified Bosun Tony Trikoglou during a recent celebration aboard the *Cape Washington* in Baltimore. To the bosun's right is his wife, Carole.

After 35 years and countless miles at sea, the sailing career of Antonios (Tony) Trikoglou finally came full circle.

The recertified bosun in late June celebrated his retirement with a shipboard commemoration in Baltimore, the same port in which he joined the SIU in 1963. Crewmembers from the Ready Reserve Force (RRF) ships *Cape Washington* and *Cape Wrath* threw the party for Trikoglou, 65, and his wife, Carole.

"I love what I was doing all those years," said Trikoglou, who emigrated from Greece in 1962. "Sailing gave me a good life, let

me raise a family and put my kids through college. I'm very satisfied."

Trikoglou first sailed as a pantryman aboard the Bull Line ship *Kent*, but spent the rest of his voyages in the deck department, finishing as part of the reduced operating status (ROS) crew of the *Cape Washington*. Throughout his career, he sailed anywhere from 240 to 300 days per year, to destinations literally around the world.

What's next for the bosun, who plans to stay in Baltimore? "Official baby-sitter," he joked, noting that he and Carole look forward to spending time with

their grandchildren.

During a recent visit to SIU headquarters in Camp Springs, Md., Trikoglou offered a word of advice to younger Seafarers: "Try to educate yourself as much as you can, because that will help you better your position."

He also expressed surprise and gratitude for the gathering aboard the *Cape Washington*, organized by Chief Mate Tom Stagg.

"I never expected anything like that, but I say a big thanks to everyone," he declared. "Both the unlicensed and the licensed crews were so thoughtful."

Oh, Baby!

Stork Keeps Holding Pattern Until Seafarer Arrives Home for Birth

The birth of a child is always an exciting event—but there is exciting and then there is incredible.

Take, for example, the birth of Jacob Lee Steinberg. . .

David Steinberg, 27, was sailing as an AB aboard the *Global Mariner* on a cable laying operation from Bremerhaven Germany to the Shetland Islands. He had called his wife, Jennifer, in St. Louis to let her know he would be getting off the ship in Aberdeen, Scotland on June 29 and would be arriving in St. Louis at 6:30 that same evening.

Jennifer, who was expecting the couple's fourth child and already was two days overdue at this point, started having contractions before leaving for the airport, but she was certain she had enough time to quickly pick up her husband and then drive directly to the hospital, if need be.

With her three boys (ages 9, 7 and 18 months) in tow, she was, needless to say, running a little late, but managed to park the van and reach the passenger arrival area by 6:30. Then an announcement was made that the Air Canada plane was delayed from Toronto, where it had stopped, and would be arriving at 7:30. The next announcement said the plane was circling the St. Louis airport due to bad weather and would land at 8:10.

At 8:15, Jennifer, by now having more rapid contractions, went to the ticketing desk, explained the situation and said she needed information on the plane. The customer service agent called the operations personnel and was informed that the plane was run-



At home with the Steinbergs: Clockwise from top left are Jennifer holding Jacob (2 weeks), David with Alexander (18 months), Zachary (7 years) and Eric (9 years).

ning low on fuel and was being diverted to Nashville.

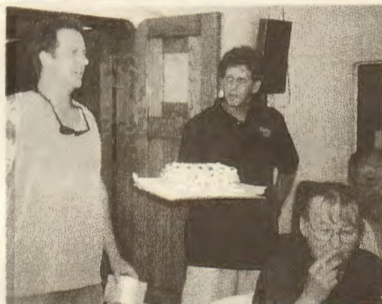
At this point, Jennifer burst into tears while at the same time doubling over with pain from her contractions. And then she went into labor. A gentleman who had been sitting next to her in the waiting area and who was waiting to depart on the delayed plane suggested that someone get her immediate attention.

Paramedics were called and she was taken by ambulance to a hospital; the three children following behind in a police car.

At the hospital, the contractions were only five minutes apart. She waited for her mother, father and sister to arrive and then was told that she had enough time to be transferred to the hospital of her choice. (Her sister then took the three boys home with her.)

Jennifer's mother kept in constant contact with Air Canada, keeping them informed of her daughter's whereabouts. The lat-

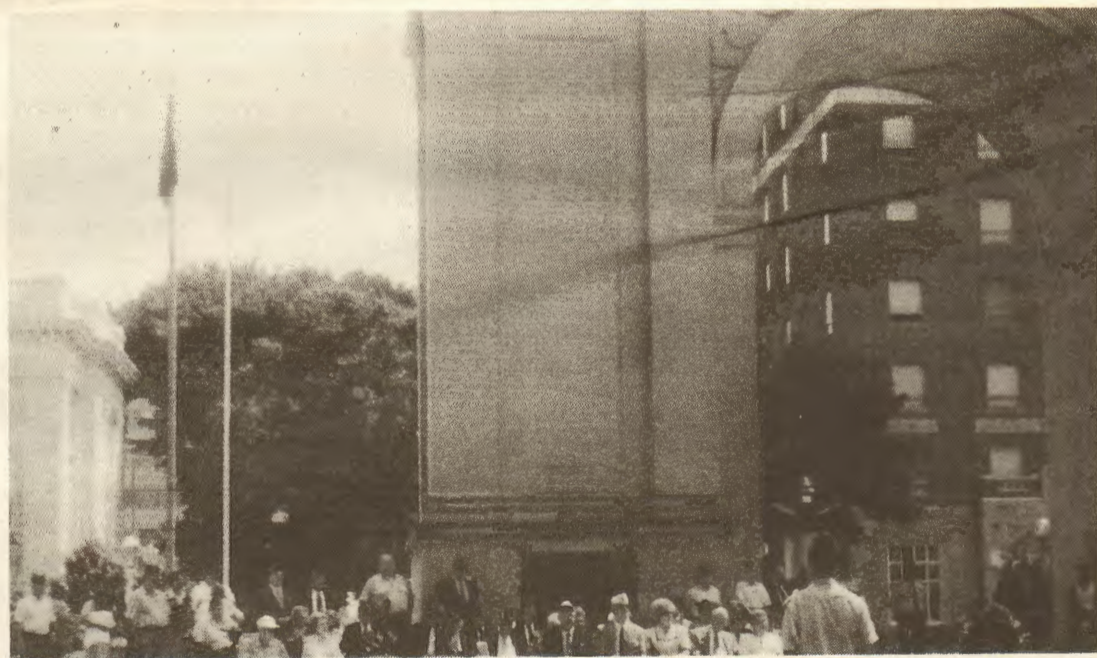
Continued on page 21



In photo above, Chief Mates Tom Stagg (left) and Frank Porcellini, plus QMED Carolyn Thifault and Electrician Peter Stein (foreground, right), congratulate the bosun on his retirement. In photo at right, QMED Bob Mulvaney (left) and others enjoy the feast aboard the *Cape Washington*, which included steak and lobster.

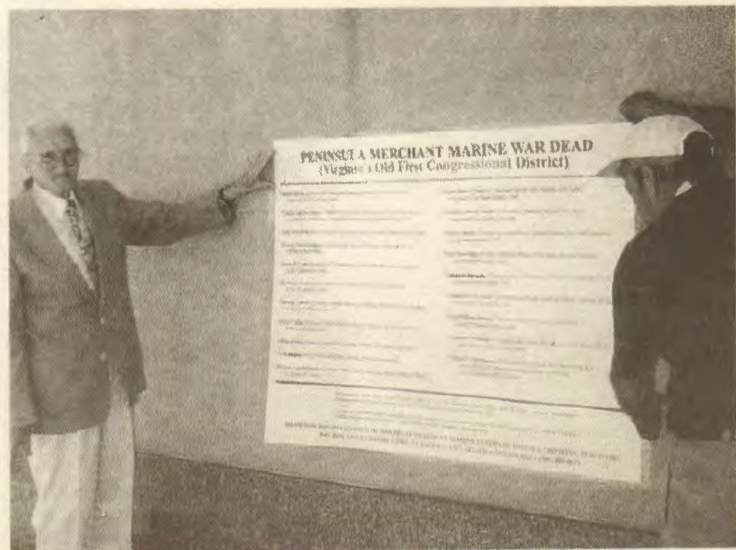


Remembering Virginia's Mariners



Members of the Hampton Roads (Va.) Chapter of the American Merchant Marine Veterans, which includes a number of retired Seafarers, participated in Maritime Memorial Day ceremonies May 22 at the Newport News Victory Arch (photo above), where they honored the memory of local mariners who

gave their lives in World War II. In photo at right, Billie Leggett (left), executive officer of the chapter, and another member of the chapter, post a banner listing the names of area merchant mariners who perished during the war. Among the names is that of Millford Allen Cross, an SIU member who died aboard the *SS Massmar*. The Hampton Roads Chapter invites active and retired merchant mariners to attend their meetings, which alternately are conducted in Newport News and Norfolk. Upcoming meeting dates include Saturday, September 27 at 10 a.m. at the SIU hall in Norfolk. Call (757) 247-1656 for more information.



Stork Delays Baby for Father's Arrival

Continued from page 20

est information she received was that the plane would land in St. Louis at 12:30 a.m. (June 30). Meanwhile, David, not knowing what was going on, was sitting on a plane in Nashville for five-and-a-half hours. The passengers had not been allowed to deplane because of customs regulations.

When his flight finally arrived in St. Louis, he was mobbed by Air Canada people who told him about his wife being taken to the hospital. They gave him the keys to the van that Jennifer had left with them. He called the hospital, thinking he had missed the birth, but was told that Jennifer was still hanging on and to get there as quickly as possible.

First he had to claim his luggage and get to the van. But even these ordinary events turned into the extraordinary.

As it so happened, his luggage never arrived; it was still in London. This fact necessitated the filling out of several forms—more time lost.

Next, he made it to the van in the parking lot, only to find a homeless man sound asleep in the back bed. (Jennifer had been in such a rush that she had inadvertently left the vehicle unlocked.)

Security was called to remove the trespasser. The next hurdle was that David didn't have the time-stamped ticket to get out of

the parking lot. Without knowing when the van had arrived, the gate collector wanted to charge him an enormous amount.

Security was again called to explain the situation and then came into play yet one more time when David found he didn't have any American money on him, only British pounds. After the security man changed enough money for him to leave, he headed directly to the hospital, arriving there at 2:30 a.m.—plenty of time, it turned out, since baby Jacob Lee did not decide to poke his head into the world until 9:27 a.m.

And this was the series of events that led to David Steinberg being in the delivery room for the birth of his fourth son and being present to cut the umbilical cord. Baby Jacob Lee weighed in at 10 pounds, 4 ounces.

"It [the series of circumstances] was absolutely incredible," David told a reporter from the *Seafarers LOG*. "But I'd do it all over again if it got me here in time to see the birth of my son."

Local television crews quickly picked up on the unfolding events and came to the hospital to interview the family.

Meanwhile, none of this would have happened, noted David, if Jennifer had taken St. Louis Port Agent Becky Sleeper up on her offer to have Jennifer stay at her house while she picked David up at the airport. But what kind of a story would that have made?

David Steinberg, who has been with the SIU for more than 18 months, plans to return to the *Global Mariner*—the next trip, probably, without so much fanfare.

Labor

CALENDAR

August



3 In 1981, the Professional Air Traffic Controllers (PATCO) strike against the Federal Aviation Administration began. President Reagan fired the workers three days later.

7 In 1890, Elizabeth Gurley Flynn, a founding member of the Industrial Workers of the World, was born.

16 George Meany, the American Federation of Labor president

who helped facilitate the partnership with the Congress of Industrial Organizations to form the AFL-CIO, was born in 1894. A plumber by trade, he became the first AFL-CIO president.

22 Barbers of Battle Creek, Mich. organized a union, elected officers, and appointed trustees in 1890.

23 Massachusetts labor activists and anarchists Nicola Sacco and Bartolomeo Vanzetti were executed in 1927. They were arrested in 1920 on charges of murdering a shoe factory paymaster and convicted on circumstantial evidence. Sacco wrote, "It is true, indeed, that they can execute the body, but they cannot execute the idea which is bound to live."

24 In 1827, the *Mechanics Gazette*, the first U.S. labor paper, was published in Philadelphia.

25 A small group of black employees of the Pullman Co. established the Brotherhood of Sleeping Car Porters in New York City in 1925. A. Philip Randolph was invited to address the group, and became its first organizer.

26 Women's Equality Day. Anniversary of certification as part of U.S. Constitution, in 1920, of the 19th Amendment, prohibiting discrimination on the basis of sex with regard to voting.

28 In 1963, Martin Luther King, Jr. made his famous "I have a dream..." speech at the March on Washington for Jobs and Freedom.

Know Your Rights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

LOG-A-RHYTHM

LOST LOVES

THE SEA . I HAD CHOSEN , TO BE FAR AWAY
FROM MY LOVED ONES AT HOME , WHOM I MISSED EVERYDAY
WHY HAVE I CHOSEN THIS KIND OF LIFE
WHEN MY HEART IS ACHING TO BE WITH MY WIFE
MY WIFE , MY CHILDREN , GRANDCHILDREN AND ALL
WHOSE VOICES I HEAR ONLY WHEN I CALL
I HAD A PHONE CALL THE OTHER DAY
MY GRANDSON HAD JUST , PASSED AWAY
A HEART IS BROKEN . WITH TEARS ALL AFLOW
NO MORE WILL I SEE THAT RADIANT GLOW
I NEED TO BE HOME , WITH MY FAMILY AROUND
FIRMLY KEEPING MY FEET ON THE GROUND
I NEED TO SEE MY GRANDCHILDREN AT PLAY
BUT THE ONE I WILL MISS , HAS GONE AWAY
NO MORE HUGS AND KISSES , WILL I BE ABLE TO GIVE
TO THE ONE THAT WAS DENIED , THE RIGHT TO LIVE
THE SEA I HAD LOVED , AND LOST IN A DAY
HAS BROUGHT ME BACK HOME , WHERE I NEED TO STAY
TO MY GRANDSON , AUSTIN , I LOVE YOU SO DEAR
YOU MAY HAVE GONE , BUT YOU'LL ALWAYS BE NEAR

BY: THEODORE E. DOI

While recently sailing aboard the *Sea-Land Pacific*, AB Teddy Doi received a call from his wife informing him that his infant grandson had been murdered. His ship was ready for the return trip, so he sailed home to be with his family on Oahu. He said Bosun Lothar Reck and the rest of the crew were very supportive in helping him get through this tough time—a real tribute to the Brotherhood of the Sea. Doi penned this poem in memory of his young grandson. The *LOG* has reprinted it just as it was received.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 577—Graduating from trainee lifeboat class 577 are (from left, kneeling) Ben Cusic (instructor), Noel Corrales, Carlos A. Ortiz, Rachel A. Sanner, Lisa M. Ruiz, Charles J. Kellner, (second row) Kanin Bennett, Richard Jones, Jomo Young, Michael Snow, Yazid Muhammad, Jean C. Horne, Christopher Johnson, Levy Calzado and Richard Pepper.



Advanced Firefighting—Part of the LNG familiarization program is made up of two weeks of firefighting. Upgrading graduates of the July 4 advanced firefighting class are (from left, seated) Abdulrahman Monaser, Roy Jerue, Richard J. Higgins, Russell Levin (instructor), (second row) Joseph Riccio, Christopher Coston, LBJ Tanoa, Thomas Bullen, John Vegh III, Allan McCoy and John M. Walsh.



Able Seaman—Seafarers graduating from the able seaman class on June 1 are (from left, kneeling) Jaime E. Baretty, Ahmed Alaidarous, Holly Beth Scheper, David O'Brien, Edward Tomas, Tom Gilliland (instructor), Muharam Husin, (second row) Antonio M. Gutierrez, James Davis Jr., Chris Schleis, Raymond Oglesby, Kenneth Grose, Edward E. Jaynes, Ronnie Hamilton, (third row) Mark Witas, Gregory Sampson, Edward O'Reilly, Phillip King and James C. Baker.



Firefighting - Maritrans—Attending a special firefighting class for Seafarers aboard Maritrans vessels are (from left, kneeling) William Perry, Bob Ensminger, William Marshall Jr., William Horner Jr., (second row) Anthony Hammett (instructor), Ken Brady, Jack Maaskant, Rimuydas Ourbonas, Gary Waters, Mitchell Roberts and Paul J. Brown Jr.



Advanced Firefighting—Completing the advanced firefighting class on July 10 are (from left, kneeling) Robert Thompson, Denyse Sineath, Steve Bentley, Sean O'Doherty, Hugh McDowell, (second row) Rick Redmond (instructor), James Keith Jr., Lonnie Carter, Jessie Ulibas, Evaristo Ginez, Gary Dates and Stormie Combs (instructor).



Marine Electrical Maintenance I—Graduating from this engine department course on July 10 are (from left, first row) Ramona Gayton, Robert Brown, Matthew Ditullio, Donald Lumpkins, Richard Presson, (second row) Jose Vazquez, Jorge Bonelli, James Demouy, Ursel Barber and Mark Jones (instructor).



Basic Firefighting—SIU members completing the basic firefighting course on June 12 are (from left, front row, kneeling) James Davis Jr., Antonio M. Gutierrez, Ahmed Alaidarous, Edward Tomas, Muharam Husin, Brent Johnson, (second row) Chris Schleis, Edward E. Jaynes, Raymond Oglesby, Edward S. O'Reilly, Ronnie Hamilton, Stormie Combs (instructor), (third row) James C. Baker, Gregory Sampson, Phillip King and Kenneth Grose.



Tanker Assistant DL—Receiving their tanker assistant DL endorsements on July 10 are (from left, kneeling) Jim Shaffer (instructor), Philip Mannino, Thomas Tobin, Steve Rollins, Brent Johnson, Willie Franks, Russell R. Shaw Jr., (second row) Fred Cintorino, Patrick Maldonado, Christian Andrews, Lawrence R. Sherinski, Brad A. Mohica, Raynd M. Lopez, James Parchmont, Nathan Rippey, Daryl Stewart, Damon Anderson, (third row) James Wilson, George Lockett, Isadore Greenberg, Angel Figueroa and Eden Latta.



Tanker Assistant DL—Marking their graduation from the tanker assistant DL course on June 13 are (from left, kneeling) Jim Shaffer (instructor), Eduardo Morre, Paul Wade, William Maggio II, Carmus Peet, (second row) Hector Morales, Philemon Quitoriano, William Barrett, Rohmy Butler, Larry Rich, James Hazelip, Michael Bowers, Jesse Cornelison, Jim C. Liu, Al Greene, (third row) Sven Eric Bigg, Russell S. Horton, Robert Alexander, Thomas Bullen, Patrick McCarthy, Rimuydas Ourbonas, Linton Reynolds, Dhati Baugh, (fourth row) William Krostek, Stephen Blanchard and LBJ Tanoa.



Government Vessels—Receiving their endorsements from the government vessels course in June are (from left, first row) Rohmy Butler, Davon Brown, Hector Morales, Rodney Passapera, William Krostek, Sven Eric Bigg, (second row) Larry Rich, Daniel Ahsan, Carmus Peet, Ludivico Castillo, Al Greene, (third row) Mark Cates (instructor), Michael Davidson, Russell S. Horton and Candido Molina.

LUNDEBERG SCHOOL 1998 UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	September 21 November 16	October 30 December 11
Radar Observer/Unlimited	September 28 October 26	October 9 November 6

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Water tender & Oiler	September 21	October 30
QMED - Any Rating	September 7	November 27
Marine Electrical Technician I	September 7	October 2
Third Assistant Engineer	September 21	December 11

Steward Upgrading Courses

Course	Start Dates Only
Galley Operations/Certified Chief Cook/Advanced Galley Operations/Chief Steward	September 7, September 21, October 5, October 19, November 2, November 16, November 30

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/Assistant (DL)	September 14 October 12 November 9	October 3 October 31 November 28
LNG Familiarization (includes 2 weeks of firefighting)	October 12	October 30
Basic Firefighting	September 7 September 21 October 5 November 2 November 16 November 30	September 12 September 26 October 10 November 7 November 21 December 5
Advanced Firefighting	October 12 October 19 November 2	October 24 October 31 November 14
Government Vessels	September 7 October 5 November 2 November 30zz	September 25 October 22 November 20 December 18
Tankerman (PIC) Barge	September 28	October 2
Water Survival	September 7 October 5	September 19 October 17

Recertification Programs

Course	Start Date	Date of Completion
LNG Recertification (includes 2 weeks of firefighting)	November 2	November 20

Academic Department Courses

Course	Start Date	Date of Completion
High School Equivalency Program (GED)	September 21	December 12
English as a Second Language (ESL)	November 2	December 11
General Education Courses	September 8 November 9	October 16 December 18
Introduction to Computers	Self-study	

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

8/98



The

Seafarers Log

Volume 60 Number 8

August 1998

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

Attention Seafarers
For your future and job security,
remember to donate to
SPAD

SAFETY

American Queen Crew Completes On-Site Training

When passengers take a vacation aboard the stately paddle-wheel steamboat *American Queen*, they are treated to attractive surroundings, delicious meals and polished entertainment, not to mention recreational activities ashore when the SIU crewed vessel docks at various towns along America's major eastern rivers.

A less obvious, but nevertheless vital part of any trip aboard the *American Queen* is continually safe operation. Striving to maintain that ideal, dozens of Seafarers recently completed on-site practical safety training aboard the three-year-old passenger boat, conducted by an instructor from the Paul Hall Center for Maritime Training and Education.

Included in the curriculum were damage control, chemical safety, certain aspects of firefighting, and airway obstruction. Approximately 75 SIU members signed up for the training during an eight-day period in late May, while the boat sailed from New Orleans to Memphis, Tenn.

This marked the continuation of a long tradition of shipboard safety training provided by the Paul Hall Center's Lundeberg School of Seamanship to SIU members sailing aboard the *American Queen* and her sister ships, the *Delta Queen* and *Mississippi Queen*.

"It went really well," said Anthony Hammett, the instructor who taught the latest round of classes. "The attitudes of the crew members were excellent."

Hammett directed the training at all hours, primarily while the 436-foot *American Queen* was under way but also occasionally during stops, in order to accommodate the various schedules of the crew members. For instance, damage control instruction for deckhands took place at 7 a.m. and at 7 p.m.

"That's one advantage of training aboard the boat. We can work around people's shifts," Hammett observed. "It also helps them to practice in familiar surroundings, using equipment they've seen before."

A spokesperson for The

Delta Queen Steamboat Co., which owns and operates the three-year-old *American Queen*, expressed satisfaction that the classes were well-run and very worthwhile.

The damage control training allowed deckhands the opportunity to examine and practice methods of preserving a boat's watertight integrity so that it can reach shore in the event of a collision or other damage-causing incident.

During limited firefighting training, SIU members learned proper techniques for advancing hose lines and correct utilization of the nozzle in attacking a fire. They also received hands-on training in the use of portable fire extinguishers.

Members of the dining room staff particularly were interested in the segment of the curriculum that focused on recognizing a choking victim and taking appropriate steps to preserve his or her life.

Also covered was the crew's legal right to certain information in a situation involving hazardous materials.



Proudly standing near a shoring they erected as part of damage control training aboard the *American Queen* are SIU members Vincent Bradford, Jonathan Paul, Gregory Pratt, Dave McKnight, Charles Bibbs, Bryant Johnson and Dave Hardesty.



While the *American Queen* was docked in Natchez, Miss. on a recent trip, SIU members had an opportunity to practice using a CO₂ fire extinguisher. Clockwise, from the top left, are Mike Johnson, Sonia Simona, Sarah A. Smith, Tara Bell, Carey A. Patton and Dave Hardesty.



On a recent safety training exercise aboard the *American Queen*, hose and nozzle practice was provided for the SIU members. Clockwise, from top right, are Damian Jackson on the nozzle, backed up by a fellow porter; the husband-and-wife team of John and Paula McGlumphy; and George Washington and Sharon Logiudice.

