



The

Seafarers Log

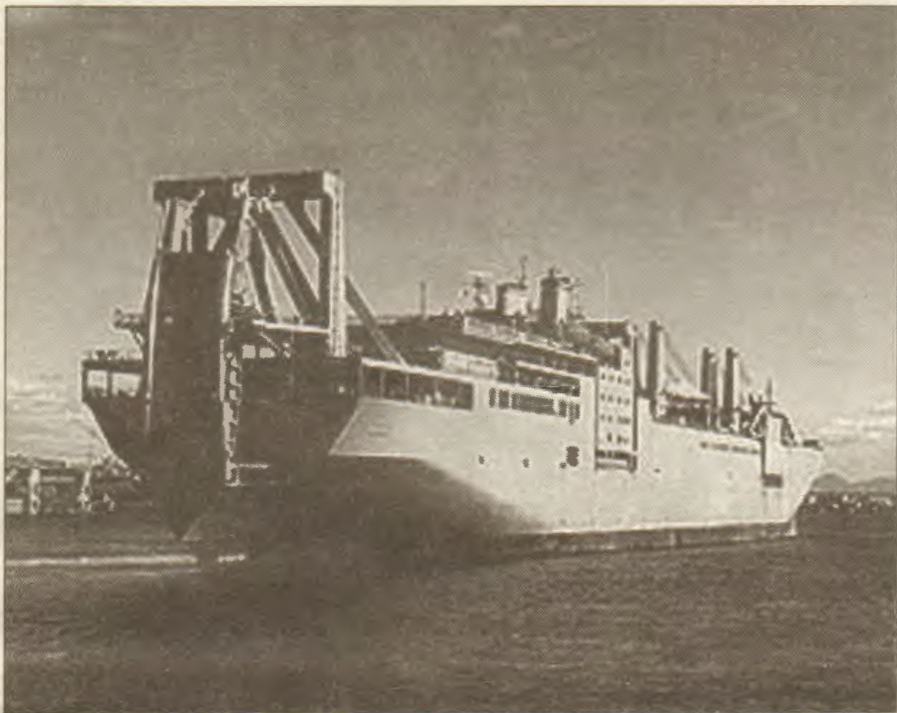
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Official Organ of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters AFL-CIO

Seafarers Crew Converted RO/RO

USNS Soderman Christening Marks New Jobs for SIU



Virginia Soderman smashes the ceremonial bottle of champagne to christen the *USNS Soderman*, which is being crewed by Seafarers. The prepositioning vessel was named after Mrs. Soderman's late husband, Private First Class William A. Soderman. Pfc. Soderman received the U.S. Army Medal of Honor for his actions in Belgium in World War II. From the left are Richard Vortmann, president of NASSCO (which converted the ship); Soderman; family members Judith Soderman and Florence Carlson Johnson; and MSC Commander Vice Admiral Jim Perkins. Page 5

MSC's Perkins Praises Gopher State



U.S. Navy Vice Admiral Jim Perkins (center), head of the U.S. Military Sealift Command, recently praised the SIU-crewed *Gopher State* for its readiness and overall condition. He also enjoyed a luncheon provided by Seafarers aboard the prepositioning ship, including (from left) SA Ken Robertson, Chief Steward Lawrence Winfield, SA Carlos Ferreira and SA Helen Mitchell. Page 7.



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President's Report

Counting Our Blessings

As we come to the end of the year, many pause to reflect on the blessings that have been bestowed on them during the past 12 months.



Michael Sacco

For some, it is continued good health. For others, it may be an addition to the family. Some are happy for obtaining a new job or expanding their education.

There are many, many reasons for being grateful, especially during this holiday season.

And that definitely holds true for members of the SIU. In fact, all of the blessings mentioned above really do apply to our union with what has happened during 1997.

First and foremost, the SIU is healthy, vibrant and moving forward. We did not rest on the gains made in 1996. Instead, we capitalized on them throughout 1997, ensuring that our union would remain strong.

In 1997, the SIU added to its family by crewing new prepositioning ships, tankers, tugboats and other vessels. From the *Maersk Texas*, a containership reflagged and crewed in February, to the *USNS Soderman*, which will join the prepositioning fleet next year, the number of new vessels with Seafarers aboard has grown steadily this year.

Such growth makes for a healthy union because members know there will be good-paying jobs with decent benefits well into the next century.

Speaking of jobs, my goal for the membership has always been the creation of new jobs while maintaining those we already have.

That is why we fought so hard for passage of the Maritime Security Act, which became law last year. In 1997, we saw the fruits of our efforts when the Maritime Administration implemented the Maritime Security Program. This 10-year program helps fund a variety of militarily useful U.S.-flag vessels, making sure American armed forces will be supplied by loyal U.S. merchant mariners in times of war or national emergency.

Relatedly, Congress likewise recognizes the important value of a strong domestic U.S.-flag merchant fleet. That is why a majority of the members of the House of Representatives signed their names to a resolution in support of the Jones Act. To reinforce the support given by legislators for the nation's freight cabotage law, the two highest ranking officials in the U.S. military's logistics command recently reaffirmed their backing of the law in separate remarks.

During 1997, Congress also noted the need for new U.S.-flag cruise ships. The elected officials approved a pilot project to build two vessels for the Hawaiian Islands trade in American yards by the year 2008. In short, the measure allows SIU-contracted American Classic Voyages to reflag a foreign-built cruise ship within the next 18 months. The reflagged ship will sail with a U.S. crew until the second new passenger ship is in service.

And, as this was taking place, news came from Philadelphia that efforts are under way to convert the old naval shipyard to a site where commercial containerships and cruise vessels can be built.

Not only was the union blessed with new ships and jobs, but all indications show more will be on the way.

Over 1,300 members who sail aboard deep sea, inland and Great Lakes vessels took advantage of courses available to them at the Paul Hall Center during this year. Having the opportunity to learn and improve skills at such a fine facility has been a blessing bestowed upon Seafarers for more than 30 years. For those who want to upgrade in 1998, pages 13 through 16 of this issue of the *Seafarers LOG* contain class descriptions and a calendar for the center's upcoming year.

While providing the best education possible for our members, the Paul Hall Center also revamped its entry level training. The new Unlicensed Apprentice program has been a tremendous success in equipping newcomers to the unlicensed ranks with the skills needed to sail in any of the three departments.

One other project undertaken by the center has met with worldwide acclaim. That was the creation of the first U.S. Coast Guard-approved Training Record Books. These pocket-size books are designed to help Seafarers standardize the various proofs of documentation required under international laws, rather than carrying many pieces of paper.

This has been a tremendous year in the life of the SIU. It is amazing to see what has happened in just 12 months.

Now, 1998 lies before us with many opportunities and challenges. The SIU will continue to push for new jobs that will ensure many more years of blessings for Seafarers and their families.

Holiday Greetings to One and All

One of the things I look forward to doing this time of the year is reading all the holiday greetings we receive for publication in the *LOG*. Many of our members have been away from their loved ones and friends, so these messages become extra special. The greetings may be found on pages 17 through 20 in this issue.

To all of you working away from home and to all who are fortunate enough to be home, to our retirees, and to all the families, may this be a wonderful holiday and a Happy New Year.

TRANSCOM Official Reinforces Support For Nation's Freight Cabotage Law

The second-highest ranking officer at the U.S. Transportation Command (TRANSCOM) called the Jones Act "a win-win package for our country."

Speaking before delegates and guests attending the 1997 convention of the U.S. Propeller Club, U.S. Army Lieutenant General Roger G. Thompson Jr. said the nation's freight cabotage law serves as the base of support not only for the country's domestic maritime industry, but also for the military's strategic sealift.

TRANSCOM oversees the movement of troops and materiel for the U.S. armed forces. The Military Sealift Command, the Air Mobility Command and the Military Traffic Management Command combine to make up TRANSCOM.

Thompson described the Jones Act, which is part of the 1920 Merchant Marine Act, as a root structure that supports the trunks of two trees. He said one tree is domestic maritime shipping and the other is strategic sealift.

"The Jones Act, conceived some 80 years ago as a measure to ensure our domestic maritime base, just as assuredly provides its root structure for our transoceanic sealift capabilities," the general stated.

Thompson reminded the audience, composed of representatives from the U.S. maritime industry, about the vital role played by American merchant mariners during the Persian Gulf War.

"Perhaps the most critical contribution of the Jones Act to Desert Shield-Desert Storm activity was the crewmembers—the American merchant mariners—who sailed our Ready Reserve Force of vessels in harm's way, delivering the tracked and wheeled vehicles, the sustaining supplies that enabled the United States and its coalition partners to pulverize Iraq in a 30-day air war and then roll over it in a 100-hour ground war."

The deputy commander-in-chief of TRANSCOM added, "The Iraqis threatened to mine the seas. The U.S. merchant mariners sailed into the theater at best speed.

"The Iraqis threatened to use chemical weapons. What did the U.S. mariners do? They ignored the threats and delivered their cargoes anyhow."

During his address, Thompson spelled out other ways that the Jones Act helps the U.S. armed forces.

He noted 75 percent of the Jones Act fleet of

ocean-going vessels greater than 1,000 gross tons are militarily useful. He pointed out how the vessels that sail the inland waterways and Great Lakes provide a valuable service by moving cargo to seaports. He reiterated the value of the Jones Act fleet in providing trained American mariners to crew

Ready Reserve Force vessels needed to deliver the goods during times of war or national emergency.

But one other valuable factor the general brought to the attention of the convention was the way the Jones Act ensures a domestic ship maintenance and building industry.

"The Jones Act is important to the United States military because it supports a U.S. shipbuilding capability that has turned a corner in recent years, with tonnage under construction increasing to the level that elevates this country from 22nd in the world to eighth.

"And the act supports a maritime repair and maintenance capability that might be critical if we were to find ourselves in a protracted conflict and be obliged—as we have been in the past—to repair damaged or worn sealift assets."

The general challenged the claims of some foreign-flag shipping supporters that the Jones Act is no longer viable.

"I would like to note that over the past three decades:

- America's domestic fleet—vessels exceeding 1,000 tons gross weight tonnage—doubled in numbers from 1965 to 1995;
- tripled [in] productivity during the same period; and
- reached the one-billion-ton cargo threshold for the first time in 1995.

"Now I guess I've got to ask you—and myself at the same time—do we hear any death rattles in those statistics?! I certainly don't hear any."

In wrapping up his address, Thompson used another example to show the value of sealift to the military. While noting airlift is swift, it has its limits.

"To mount and sustain a counterattack and drive to victory—as far as we can see in the future—still will require strategic sealift.

"Sealift will move the bulk of the unit equipment—the tanks, artillery and trucks—that will ultimately uproot an aggressor and defeat him. And it will deliver the sustaining supplies to carry the day. Fully 90 to 95 percent of all war materials and supplies will be delivered by sealift," he said.

'Perhaps the most critical contribution of the Jones Act to Desert Shield-Desert Storm activity was the crewmembers—the American merchant mariners—who sailed our Ready Reserve Force of vessels in harm's way.'

Lt. Gen. Roger G. Thompson Jr.
Deputy Commander-in-Chief,
TRANSCOM

SIU Pensioners to Get \$500 Year-End Bonus

Eligible SIU pensioners will receive a year-end bonus check of \$500 this month. The Seafarers Pension Plan Board of Trustees recently approved the payment after union representatives to the group recommended the bonus.

This bonus check will be sent to all SIU pensioners who currently receive monthly benefit checks for normal, early normal or disability pensions from the Seafarers Pension Plan.

The Board of Trustees, composed of representatives from the SIU and its contracted companies, decided to issue the

bonus after reviewing the plan's successful investment performance.

For the eligible pensioners, the \$500 bonus check will be one of three payments they will receive during the month of December from the Seafarers Pension Plan. The plan traditionally has sent December pension checks at the beginning of the month, while the January

pension payments are issued in the middle of December to all pensioners.

More information about the bonus or the pension plan in general may be obtained by contacting any union hall or by calling a plan representative at 1-800-CLAIMS4. Members and pensioners also may write the plan at 5201 Auth Way, Camp Springs, MD 20746.

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Correction:

Howard Schulman, former general counsel to the SIU, passed away October 23 due to congestive heart failure, not from cancer, as was incorrectly stated on page 2 of the November 1997 *Seafarers LOG*. The *LOG* regrets the error.



TOTE's Barer Proposes Shipbuilding Measure For Jones Act Fleet

U.S.-Flag Executive Seeks Consortium for Carriers

During an awards ceremony recognizing outstanding achievements in maritime, the co-chairman and chief executive officer of a U.S.-flag ship holding company that has contracts with the SIU outlined an innovative plan to rebuild the Jones Act fleet.

In a speech delivered November 7, Stanley Barer of Seattle-based Totem Resources Corpora-

tion proposed legislation be crafted to allow the shipping companies sailing between the U.S. mainland and the country's non-contiguous states and territories to plan and build a new fleet of militarily useful vessels.

[Totem Resources is the parent company of SIU-contracted Totem Ocean Trailer Express (TOTE) and Interocean-Ugland

Management Corporation. The Jones Act, part of the 1920 Merchant Marine Act, calls for freight transported between two domestic ports to be carried by U.S.-crewed, U.S.-built and U.S.-flagged vessels.]

Speaking in New York to an audience of approximately 800 representatives from maritime and politics, Barer called on the

U.S.-flag companies involved in the Jones Act trades to work together to rebuild the fleet.

"The only people who can defeat the Jones Act are the Jones Act carriers themselves," stated Barer, in his acceptance speech as a recipient of the annual Admiral of the Ocean Seas (AOTOS) award presented by the United Seamen's Service.

"If we do not rebuild, we will defeat the Jones Act. If we do not rebuild, the investment and the service to be protected will not be there."

Barer proposed Congress draft legislation to allow the shipping companies to work with domestic shipyards to build 35 new container ships and roll-on/roll-off (RO/RO) vessels during the next 10 to 15 years to replace the present fleet.

"I am not suggesting any form of government subsidy.

"What I do suggest is that

Mexicans supposed to buy American-made goods when they earn 70 cents an hour?" he asked.

The Michigan Democrat also recalled a visit to Mexico earlier this year during which time he saw blatant evidence of unchecked pollution by companies that have moved from the U.S. to south of the border. He said he stood in a field littered with used batteries whose lead leaked into the groundwater directly across from the region's largest dairy farm.



Stanley Barer recommends the building of a new fleet of militarily useful vessels by U.S. companies involved in the Jones Act trade.

Congress consider authorizing the carriers—the Matsons, the Crowleys, the Totems and anyone else who wants to build for the non-contiguous trades—to form a consortium corporation to act together, perhaps under Maritime Administration supervision.

"This group could work with the Defense Department and the shipyards to design the ideal hulls and vessels—container and RO/RO—for the Puerto Rican, Alaskan, Hawaii and Guam trades, and then as a consortium contract with the shipyards for a series production over a decade of 35 vessels."

Barer said Congress could craft the legislation much like the measure used in the 1970s when the railroads worked together to convert from boxcars to the flatcars required for moving the new technology of containers and trailers.

The Totem executive pointed out the companies involved in the Jones Act trade are "nervous" about dedicating so much money individually into replacing their fleets, including his own TOTE which transports goods between Washington state and Alaska. However, if the companies can work together, all of them would feature ships using the latest technology while holding costs down because of the multiple orders.

He equated the effort to work collectively to being a kid facing a group challenge.

"Think back when you were a school kid. It is very early in summer, the air is warm but the water is still cold. Remember standing on a dock for that first swim of summer with your friends. 'Okay, let's all jump in on the count of three.'

"At three, you jump. They don't. You figure out that next time you all hold hands and then all must go in the water together.

"Each of the domestic carriers is nervous about going first and spending that much money if the future of the Jones Act is not clear."

Barer, who worked on Capitol Hill during the 1960s and 1970s for the late U.S. Senator Warren Magnuson (D-Wash.), added such legislation would provide jobs for mariners and shipbuilders.

"It would give us brand new investment under the Jones Act and assure the future of that policy. It would give us a brand new base for high-paying, valuable jobs in America.

"A 35-ship construction program would be a \$3-to-4 billion ship program spread over the shipyards of America creating hundreds of thousands of jobs. And we would be providing the Defense Department with the newest, best ships our fighting men and women could ever hope for to support them in the event of national emergency."

Fast Track Shelved for Now Union Campaign Postpones House Vote; Fight Over Trade Likely to Resume in '98

Trade unionists throughout the United States successfully led an intense grassroots fight against proposed legislation that would extend fast-track negotiating authority for the president on international trade agreements.

The leadership of the House of Representatives, after consulting with the White House, withdrew the measure in the early morning of November 10 after several days of debate revealed fast track would not pass. Just days prior to the House consideration, the Senate passed the legislation.

Shortly after the bill's withdrawal, Congress recessed for the year. Thus, no action will be taken on fast track until February at the earliest.

"The decision to pull down the fast-track legislation is the first bit of blue sky working Americans have seen in U.S. trade policy in many years," stated AFL-CIO President John Sweeney. "This is a great victory—although not necessarily final."

Labor's efforts included scores of meetings with congressional representatives, demonstrations and leaflet-distribution across the country, print and broadcast advertising, internet campaigns by the AFL-CIO and member unions, and more.

Under fast track, Congress gives up its right to amend a negotiated treaty. It can only approve or disapprove the entire package.

The administration wants to use fast-track negotiations to expand pacts like the North American Free Trade Agreement (NAFTA) to countries in Central and South America.

Not coincidentally, opponents of fast track have pointed to NAFTA's many documented failures as sufficient reason why Congress should not forfeit its right to amend trade pacts.

For instance, House Minority Whip David Bonior (D-Mich.) recently stated that many of the negative effects NAFTA has had on American workers stem from unenforceable, so-called side agreements supposedly written to protect workers' rights and the environment. He warned against repeating those mistakes under a fast-track scenario.

Bonior also cited a new study conducted by Cornell University that revealed 62 percent of U.S.-based employers have used the threat of factory relocation to Mexico during contract talks and organizing drives.

"This has created downward

pressure on wages and benefits in the U.S. Mexican wages also have gone down, even though productivity is up. Since NAFTA, wages have gone down from \$1 an hour to 70 cents an hour in Mexico, and 8 million Mexicans have slipped into poverty. How are

Fast Track's Fine Print: The Devil Is in the Details

Opponents of the fast-track bill that nearly came up last month for a vote in the House of Representatives have warned that granting such authority would result in America signing onto additional trade agreements similar to NAFTA.

While the troubled trade pact between the U.S., Mexico and Canada has received much attention in the fast-track debate, NAFTA-like agreements are not the only threat to America if fast track is approved.

For example, currently a controversial treaty called the Multilateral Agreement on Investment (MAI) is being negotiated among the 29 member nations of the Organization for Economic Cooperation and Development (OECD). The OECD, founded in 1960, is com-

posed of the economic elite nations and has significant influence over global trade policy.

If Congress grants fast-track authority to the president, then the MAI is another type of covenant they likely would consider under the "zero amendment" procedure.

Negotiations on the MAI began in 1995 with the stated purpose of "provid[ing] a broad multilateral framework for international investment with high standards for the liberalisation of investment regimes and investment protection and with effective dispute settlement procedures; ... and to be a free-standing international treaty open to all OECD ... [and] non-OECD member countries, which will be consulted as the negotiations progress."

The controversy stems from

the very broad nature of "investment" as defined by the MAI. Not only is it to include "direct investment" such as the building of a facility or the takeover of a company by a foreign national, but "every kind of asset owned or directly controlled by an investor" including portfolio investment and intangible assets like intellectual property rights. The MAI will also require governments to allow foreign investors to bid in privatization efforts, such as in the former Soviet bloc nations.

In fact, the MAI is full of guarantees and privileges for corporations, but excludes the possibility of nations imposing requirements on companies. Specifically, the language states that a country may treat foreign investment "no less favorably" than domestic investors or corporations, and cannot "enforce any commitment or undertaking in connection with the establishment, acquisition, expansion, management, operation, or conduct" of the foreign entity.

In other words, a country can treat foreign investors better than domestic investors, leading to the possibility of poorer nations suspending environmental or labor laws to attract investment. Further, countries like the U.S. which can and do maintain requirements for domestic companies to maintain certain levels of investment in specific communities in exchange for certain tax breaks, would be prohibited from enforcing these laws against foreign companies.

Adding to the confusion is the fact that foreigners—as individuals, companies and investment firms—hold a great deal of American stocks and bonds. It is quite possible that foreign

APL-Neptune Merger Completed

New Subsidiary to Operate 9 Vessels in MSP

The merger between American President Lines (APL) and Singapore's Neptune Orient Lines Ltd. was completed last month, clearing the way for a new California-based subsidiary to assume operation of nine U.S.-flag APL cargo ships.

Upon completion of the merger, the vessels became the property of American Ship Management (ASM), based in Walnut Creek, Calif. The containerships are part of the U.S. Maritime Security Program (MSP).

In October, the Maritime Administration had approved transfer of the MSP operating agreements formerly held by APL to ASM, pending the consolidation.

"Like the other ships in the Maritime Security Program, the nine ships to be operated by ASM will serve international commerce in peacetime," stated acting Maritime Administrator John Graykowski. "In time of war or national emergency, the ships and the worldwide transportation system supporting them will be available to provide sealift support for America's armed forces."

The ships are crewed in the unlicensed departments by members of the SIU (steward), Sailors' Union of the Pacific (deck) and Marine Firemen's Union (engine). They include five vessels that already had been operating under the U.S. flag (the *President Adams*, *President Jackson*, *President Kennedy*, *President Polk* and *President Truman*) and four ships that transferred from Marshall Islands to U.S. registry (the *APL Korea*, *APL Philippines*, *APL Singapore* and *APL Thailand*).

Continued on page 5

AOTOS Recognizes SIU Rescues at Sea, Senator, Ship Exec.

Seafarers aboard four vessels received special mariners' plaques for heroism at sea during the United Seamen's Service 1997 Admiral of the Ocean Sea Award (AOTOS) ceremony November 7 in New York City.

At the same time, U.S. Senator Ted Stevens (R-Alaska) and Stanley H. Barer, co-chairman and chief executive officer of SIU-contracted Totem Resources Corporation (TRC), accepted the 1997 AOTOS awards for their years of dedicated and effective service to the maritime industry.

The AOTOS award is presented to those who have provided commitment and distinguished service to the U.S.-flag merchant fleet. Past recipients of the award include SIU President Michael Sacco (1994) and the late SIU President Paul Hall (1981).

The AOTOS mariner's plaque is awarded to the officers and

crew of U.S.-flag vessels who exemplify outstanding seamanship in rescue operations at sea. The 1997 recipients of the AOTOS mariner awards for acts of heroism were the *USNS Kilauea*, *USNS Zeus*, *President Adams* and *Sea Wolf*.

On November 9, 1996, in 30-knot winds and 15-foot swells, the *USNS Kilauea* and *USNS Zeus* heroically rescued 20 Filipino seamen whose ship sank southwest of Guam.

On August 19, 1997, the *President Adams* plucked 15 seaman from the East China Sea after their Panamanian ship went down in 30-knot winds and 20-foot swells.

On April 1, 1997, crewmembers aboard the *Sea Wolf* rescued the six-man crew of the sailboat *Alegra* that was disabled in heavy seas 270 miles southeast of Cape Hatteras.

Stevens is a strong advocate of



Stanley H. Barer (left), co-chairman and chief executive officer of Totem Resources Corporation, and U.S. Senator Ted Stevens (R-Alaska) (right) were presented with 1997 Admiral of the Ocean Sea award. Retired Maritime Administrator Albert Herberger poses with the AOTOS recipients at the New York City banquet on November 7.

the Jones Act and a longtime supporter of the American merchant marine. He ranks sixth in seniority in the Senate and second among Republicans. Stevens has been a member of that body since December 1968.

Barer is the head of TRC, a holding company for several U.S.-flag maritime operating entities in the Pacific Northwest. Two of TRC's subsidiaries, Totem Ocean Trailer Express, Inc. and Interocean Ugland Management

Corporation, are SIU-contracted companies.

Barer has spoken out strongly for the Jones Act and the entire maritime industry (see article on page 3). In 1995, he delivered the Paul Hall lecture.

1997 Sailing Season on Great Lakes Is Extended

Many Seafarers who sail aboard SIU-contracted vessels on lakes Michigan, Huron, Ontario, Superior and Erie will continue sailing into the new year to meet the high demand for Great Lakes commodities.

In order to meet the booming demand for commodities on the Lakes, at least two SIU-contracted companies announced they will continue operations past the end of the year.

Operating on an "extended season," American Steamship Company (ASC) plans to keep their lakers in service until midnight on January 15, the date that the Soo Locks in Ste. Marie, Mich. close. (The closing of the Soo Locks brings an actual end to most shipping on the Great Lakes since the locks are the only entrance into Lake Superior from the lower four Lakes.)

ASC vessels that will continue into January include the *Walter J.*

McCarthy Jr., *Indiana Harbor*, *St. Clair*, *American Mariner*, *American Republic*, *Charles E. Wilson*, *H. Lee White*, *Buffalo*, *Sam Laud* and *John J. Boland*.

Attempting to meet the demand for cement throughout the Lakes region, SIU members aboard the *Alpena* and *J.A.W. Iglehart* are scheduled to sail into the first week of January, "weather permitting," a company representative informed the *Seafarers LOG*.

However, other SIU-contracted companies will wrap up their sailing season by the end of this month.

Seafarers aboard Erie Sand Steamship Co.'s *Richard Reiss*, *John R. Emery*, *Day Peckinpaugh* and *J.S. St. John* will go in for the winter by month's end.

Hannah Marine reports that the *James A. Hannah*, *Mary E. Hannah*, *Margaret M. Hannah*, *Kristin Lee*, *Peggy D. Hannah*

and *Daryl C. Hannah* will run until the end of 1997. However, five other tugs are set to ply the lower Lakes throughout the winter. These Hannah Marine tugs—the *Susan W. Hannah*, *Mary Page Hannah*, *Mark Hannah*, *Donald C. Hannah* and *Hannah D. Hannah*—never have to pass through the Soo Locks to deliver their cargo. They will continue transporting petroleum products along lakes Michigan, Huron and Erie during the winter months.

The majority of SIU-crewed lakers have sailed without interruption throughout this season, which began in early March. Ships have been removed from service only for repairs or for hull inspection in dry dock. Hull inspection is required by federal regulations for U.S.-flag Great Lake carriers once every five years.

Shipments of iron ore, coal, limestone, gypsum and stone

from U.S. and Canadian Great Lakes ports totaled more than 100 million tons through September. According to the Lakes Carriers' Association, an organization of U.S.-flag shipping companies on the Great Lakes, this is an increase of 7.8 percent compared to 1996. The association predicts that by the end of this month, 1997 cargo-moving figures will surpass 1996's record-breaking levels.

Special AB Course Scheduled For Great Lakes Members

In order to help Seafarers who sail in the deck department aboard Great Lakes vessels comply with U.S. Coast Guard regulations, the Paul Hall Center is offering a special three-week AB course this winter in Piney Point, Md.

The rigorous class, crafted by Lundeberg School instructors to meet the specific needs of Lakes Seafarers and SIU-contracted Great Lakes companies, leads to endorsement as an AB. The course, offered from February 17 to March 6, will consist of hands-on training and classroom work covering lifeboat training, ship construction and operations, deck seamanship, navigation, tug and tow operations, rules of the road, firefighting, first aid, safety, emergency procedures and more. Great Lakes members can earn lifeboatman certification and the AB endorsement by passing a U.S. Coast Guard exam at the end of the course.

"With shipping on the Lakes shut down for the winter, this is

an excellent opportunity for Seafarers to upgrade," stated Algonac, Mich. SIU Representative Don Thornton. "We worked with the school to create a class specifically for Great Lakes members who want to upgrade."

"This is the fourth year we have offered a specialized AB course exclusively for Great Lakes Seafarers," said J.C. Wiegman, assistant director of vocational education at the Lundeberg School. "It is a very intensive class because it contains all of the same material as our normal nine-week AB course offered throughout the year. Great Lakes members who have taken the class have been very dedicated and successful in obtaining their Coast Guard endorsements following the class."

For more information about the course, contact the admissions office at the Lundeberg School (301) 994-0010 and Don Thornton at the Algonac union hall (810) 794-0909.

Orgulf Boatmen Approve 3-Year Pact

SIU boatmen who navigate Orgulf Transportation tugboats along the Mississippi River and its tributaries have overwhelmingly ratified a new contract that includes wage and benefit increases into the year 2000.

Representatives for the Cincinnati-based company and the SIU held three negotiating sessions in St. Louis between August and October. Negotiators were able to secure, for the first time, medical coverage for the spouses and dependents of the SIU members who sail aboard all 21 Orgulf tugboats. The Seafarers will receive wage increases throughout the life of the contract and an additional paid holiday. The pact is retroactive to September 15.

Member Input

Crewmembers provided suggestions and ideas for the new contract through correspondence with the union and discussions with SIU officials and their negotiations committee.

"The SIU did an excellent job in negotiating the new contract



The SIU negotiating committee pauses for a photo during the Orgulf contract talks. They are (back row, from left) Utility Man Ted Donley Sr., Cook Martha Smith, Lead Deckhand Zolly Person, Cook Nancy Avery, (seated) St. Louis Port Agent Becky Sleeper, SIU Contracts Department Representative George Tricker and Lead Deckhand Paul Eich.

and represented the membership very well," said Cook Nancy Avery, who took part in the contract meetings.

Joining Avery on the negotiating committee were Lead Deckhands Paul Eich and Zolly Person, Utility Man Ted Donley Sr., Cook Martha Smith, SIU Contracts Department Representative George Tricker and St. Louis Port Agent Becky Sleeper.

After details of the accord were ironed out, the contract was submitted to the boatmen and voting took place by

mail and aboard Orgulf tugboats.

Praises Effort

"When the agreement was presented to members, almost everyone gave a very enthusiastic yes vote," recalled Avery. "This great contract was the end result of a lot of hard work by SIU officials George Tricker, Becky Sleeper and the entire Orgulf committee."

"Negotiations were very productive," recalled Tricker. "We had an excellent contract team and we made some

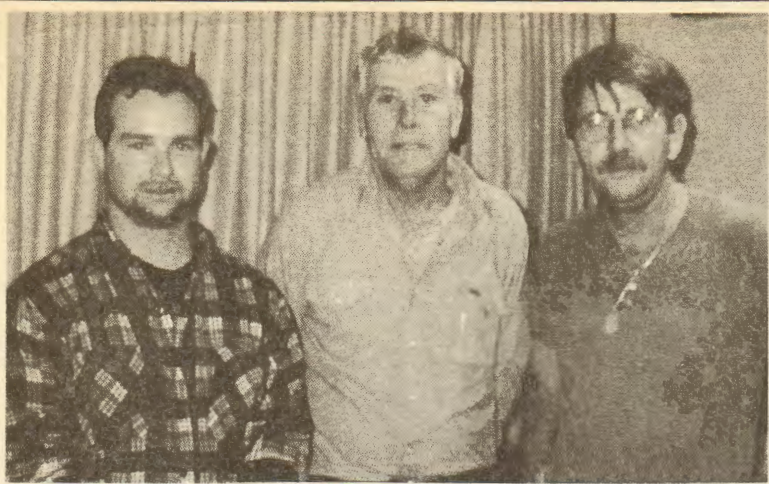
very significant gains for the membership."

"I think this is an outstanding contract," stated Sleeper. "All of the members are really happy with this agreement. The expanded medical benefits and yearly wage increases will benefit all of the Orgulf crews. Overall, it is a wonderful contract," Sleeper concluded.

Orgulf tugs push barges loaded with coal, grain, steel pipes and other items along the Mississippi, Ohio and Missouri rivers.

Third Maritrans Tanker Sets Sail

Additional Jobs Arrive as Newly Acquired Tug Also Joins Fleet



Reporting for work aboard the tanker *Integrity* in Norfolk, Va. are (from left) QMED Arthur Outlaw, AB Al Austin and AB David Hawkins.

The third of four newly acquired tankers joined the Maritrans, Inc. fleet last month, with Seafarers crewing the *Integrity* in Norfolk, Va.

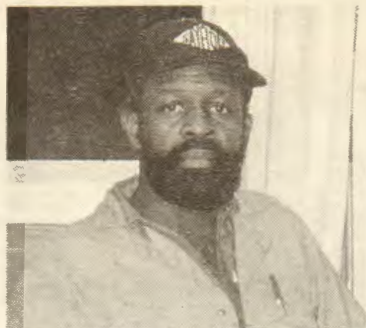
Additionally, SIU members in Puerto Rico signed on the *Declaration*, one of two tug-barge units recently acquired by the company.

The 651-foot *Integrity* is a double-hull tanker engaged in lightering work in the Philadelphia area. Refitted in a Norfolk shipyard for this assignment, the vessel can carry more than 269,000 barrels. Formerly the *Chevron Oregon*, the *Integrity* has a top speed (fully loaded) of 14.5 knots and is powered by a gas turbine engine.

"The crew was glad to see a new ship," noted SIU Norfolk Port Agent Jim Malone. "They're happy the SIU is still getting new jobs for the membership, and they said the ship is in good shape."

Maritrans' fourth tanker is expected to sail sometime early in 1998.

Meanwhile, the *Declaration*



Bosun L. Borchew (left photo) and QMED Erik Bradshaw await the start of a union meeting aboard the *Integrity*.

is operating between the U.S. and Puerto Rico.

"I'm grateful for this job opportunity. It's just one more

reason why I trust the SIU," Tankerman William Viust recently told SIU Patrolman Amoncio Crespo aboard the tug.



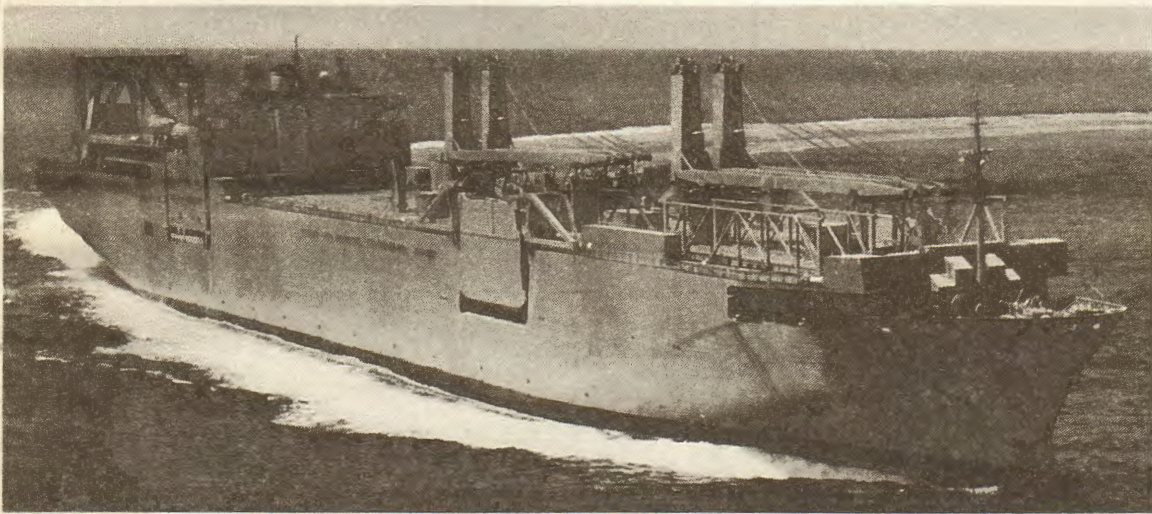
New jobs were gained when the tug-barge unit *Declaration* recently joined the Maritrans fleet. Taking advantage of the new employment opportunities are Tankerman William Viust (left photo) and AB Raymond Anthony.



From left, SA Lolita Thomas, Recertified Steward Ivan Salis and Chief Cook Mulai Ismail get the *Integrity's* galley in order.

Seafarers Crew 5th Converted RO/RO

USNS Soderman Joins Prepo Fleet Following Conversion



Converted at NASSCO shipyard in San Diego, the *USNS Soderman*, a RO/RO named after an Army Medal of Honor recipient, will preposition U.S. Army support equipment at sea.

A steady surge of new employment opportunities for SIU members continued with the naming of a converted roll-on/roll-off (RO/RO) ship in San Diego.

The Seafarers-crewed *USNS Soderman*, renamed on October 24 at National Steel and Shipbuilding Company (NASSCO), became part of the U.S. Military Sealift Command's (MSC) prepositioning fleet following its conversion. It is the last of five former Maersk ships converted and reflagged under the Stars and Stripes for operation by SIU-contracted Bay Ship Management for MSC. Those vessels are part of a 19-ship program designed to beef up American sealift capacity, in accordance with findings of a congressionally mandated study that followed the Persian Gulf War.

"The addition of the *USNS Soderman* is good



SIU Vice President West Coast George McCartney (right) and *USNS Soderman* Captain L.R. Haugh welcome the addition of the vessel to the MSC fleet during a naming ceremony October 24 in San Diego.

news for the SIU and good news for the United States," said SIU Vice President West Coast George McCartney, who attended the ceremony. "It means more jobs for the membership and it boosts national security."

"*Soderman* will be a great ship," stated Vice Admiral Jim Perkins, commander of MSC. "She was converted to be responsive to the Army's requirements, and the result is one of the finest ocean transport vessels at sea today."

According to MSC, the vessel initially will preposition U.S. Army combat support equipment at sea. Later, it will serve as a surge asset.

The *Soderman* is 907 feet long, with a maximum beam of 105 feet, a 35-foot draft and a full-load displacement of 55,123 tons. It can reach 24 knots and possesses cargo space described by MSC as "equal to nearly six football fields."

Within that area, the *Soderman* can carry "an entire U.S. Army armor task force, including 58 tanks, 48 other track vehicles, plus more than 900 trucks and other wheeled vehicles," MSC noted. The vessel can be fully loaded and off-loaded in 96 hours, and also includes helicopter pads.

Each of the converted RO/ROs is named after an Army Medal of Honor recipient.

The *Soderman* is the namesake of PFC William A. Soderman, honored for distinguished service during World War II.

Soderman successfully defended a key road junction near Rocherath, Belgium during a battle in December 1944. He sustained injuries but remained at his post and, despite heavy enemy fire, disabled three opposition tanks.

Soderman passed away in October 1980.

Fast Track Means Other Threats

Continued from page 3

investors may have recourse unavailable to Americans when a U.S. environmental or safety law "reduces," somehow, the value of their investment.

These threats are real because the MAI far exceeds other trade agreements, such as NAFTA or the General Agreement on Tariffs and Trade (GATT), in that it empowers individuals and corporations to petition an international tribunal to sanction nations, states or even cities for violations. Towns or counties may find themselves paying "reparations" to multinational giants for exercising normal legislative control over businesses in their jurisdiction.

There is no similar world tribunal to which workers may air their grievances.

Opposition to this treaty is growing from all segments of the political spectrum. Labor is justifiably angry that capital is given such a free hand in investing, avoiding environmental, health and labor laws, and withdrawing profits from nations, while work-

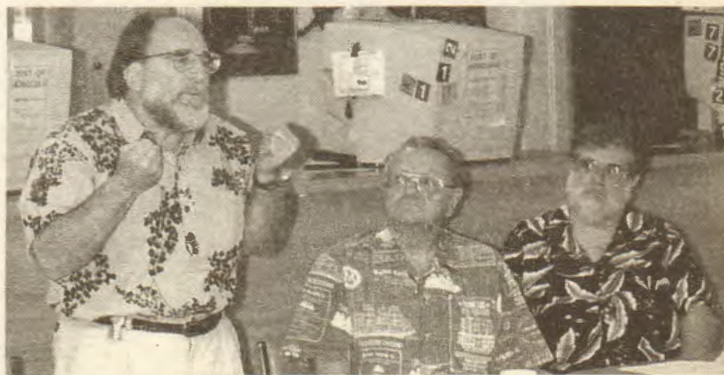
ers and the environment are given no more consideration than a promise to ask countries and companies not to degrade standards and to treat everyone fairly.

Under the current framework, it appears that the U.S. and other nations reserve their rights to maintain cabotage laws, such as the Jones Act, as well as limit foreign investment in natural resource industries such as fishing, forestry and mining.

However, the MAI negotiators are seeking to vastly restrict the number of such laws. It is certain that if the logic of this treaty prevails, then the Jones Act and similar laws will be imperiled.

This is a vital issue for the United States because it is the largest recipient of foreign investment as well as the largest holder of investment abroad. The goal of the MAI negotiators is to have a final agreement in place next year. It is hoped that before Congress is faced with a "done deal," the public will have an opportunity to have input on this treaty.

Rep. Abercrombie Touts Jones Act



Representative Neil Abercrombie (D-Hawaii), left, was a special guest at the October membership meeting in the port of Honolulu. He spoke to the members about the need for the Jones Act and the continuing assault on members' jobs by special interest groups. With the congressman are SIU Vice President West Coast George McCartney (center) and Honolulu Port Agent Neil Dietz.

Shipboard Training Enhances Apprentice Class

1st Graduates Tout Thorough, Hands-On Schooling

The first graduates of the Paul Hall Center's enhanced entry-level training program say the highlight of the revamped curriculum is its 90-day shipboard training segment.

During an informal critique last month with SIU President Michael Sacco, SIU Secretary-Treasurer David Heindel, SIU Vice President Contracts Augie Tellez and representatives of the school, students from the first unlicensed apprentice class said the shipboard project has many pluses.

In all, 24 Seafarers graduated in early November from the course, which the school restructured earlier in 1997. The new curriculum features an initial 12-week training session at the facility in Piney Point, Md. It is followed by 90 days of shipboard training (30 in each department), which in turn is succeeded by department-specific schooling at the center's Harry Lundeberg School of Seamanship that prepares students to sail either as ordinary seamen, wipers or steward assistants.

When school representatives, in conjunction with SIU-contracted companies and union officials, changed the entry-level program, they added the shipboard training phase specifically in the hope that students would emerge better prepared for careers at sea. (Also, other revisions were made so that students would comply with newly implemented as well as impending international regulations greatly affecting the training



The first graduates of the new apprentice class graduated in early November. They include (kneeling, from left) Jim Shaffer (instructor), Vincent Mull, Taylor Watson, Zaire Coleman, Harry Williams Jr., Romeo Macaraeg Jr., (second row) Chris Schleis, Joseph Riccio, Detricke Kelly, Monte Burgett, George Bixby, Jeremy Thigpen, (third row) Timothy Baldt, Marshall Dixon, Anthony Tam Sing, Willie Tyson, Alex Bengé, Jeffrey Lagana, Aaron Lutzky, James Snyder, Cedric Davis and Leray Leasure.

and certification requirements of mariners.)

The early reports—as seen in ships' minutes and letters to the contracts department—have been favorable. The first graduating class of apprentices backs up the view.

"It's a good opportunity to experience shipboard life in all three departments, which helps you make a more informed decision about your department," said **Anthony Tam Sing**.

"It helps you find out whether or not this career is for you," added **Willie Tyson**.

Leray Leasure summed up this aspect of the class when he stated, "I was skeptical about the new program, but I think it's better for the SIU and the trainees because it gives you an idea about what it's like to work and live on a ship."

Both during last month's meeting and in written reviews, students also reported that the regular crewmembers for the most part were extremely helpful to them.

"The fellow SIU members were helpful, as were the licensed personnel, with things I should

know and learn," recalled **Taylor Watson**.

Tran Luu said he "enjoyed working aboard my first ship because the people were willing to teach me everything I wanted to know about the jobs."

Reiterating **Luu's** point,

New Bedford Member Matos Loses Life in Overboard Fall

Accident Occurs as Study Finds Fishing Most Dangerous Profession

Just 25 years old, married one year and homeowner for barely a month, SIU fisherman **Joaquim T. Matos**, mate aboard the fishing vessel *Lutador*, was killed last month, hundreds of miles offshore from his home in New Bedford, Mass.

Matos, a Seafarer since 1990, was thrown overboard in rough seas as he was tending to a fairly

common occurrence on a fishing vessel—freeing the metal plates, or "doors," attached to the tow lines at the mouth of the net which had become tangled in line as the net was being reeled in.

The chilly North Atlantic waters quickly filled his oilskins and boots, and he went down for the last time, barely two feet from the life ring he was trying to reach.

Detricke Kelly declared, "Fellow SIU brothers on the vessel treated me with respect. They took me under their wings and taught me the ropes."

Overall, feedback from the students, companies and crewmembers has been overwhelmingly positive, with constructive criticism offered as well.

"I believe that the new program will be very good for the future of our union," observed **Vincent Mull**.

Chris Schleis said the thorough training "makes you a stronger person—emotionally, physically and educationally."

Despite the fact that the revised curriculum is approximately 2.5 times as long as the old class, students said the new version moves at a brisk pace.

"The weeks went by very fast, I guess, because I was so busy learning," noted **Joseph Riccio**.

Nevertheless, the graduates were anxious to catch their first vessels as members of the SIU.

Echoing the sentiments of his classmates, **Jeff Lagana** exclaimed, "I'm ready to put my skills to the test and become an active member of the SIU!"

Notice to Employees Covered by Union Agreements Regulated Under the National Labor Relations Act

The Seafarers International Union, AGLIWD assists employees by representing them in all aspects of their employment and work aboard vessels which sail deep sea, on the Great Lakes and inland waters throughout the country. For the most part, the union allocates a majority of its financial resources on collective bargaining activities and employee representation services. In addition to these expenditures, the union also spends resources on a variety of other efforts such as organizing, publications, political activities, international affairs and community services. All of these services advance the interests of the union and its membership.

This annual notice is to advise employees represented by the Seafarers International Union, AGLIWD about their rights and obligations concerning payment of union dues. This notice contains information which will allow you to understand the advantages and benefits of being a union member in good standing. I also will provide you with detailed information as to how to become an agency fee payor. An agency fee payor is an employee who is not a member of the union but who meets his or her financial obligation by making agency fee payments. With this information, you will be able to make an informed decision about your status with the Seafarers International Union, AGLIWD.

1. Benefits of union membership — While non-members do receive material benefits from a union presence in their workplace, there are significant benefits to retaining full membership in the union. Among the many benefits and opportunities available to a member of the Seafarers International Union, AGLIWD is the right to attend union meetings, the right to vote for candidates for union office and the right to run for union office. Members also have the right to participate in the development of contract proposals and participate in contract ratifications and strike votes. Members also may play a role in the development and formulation of union policies.

2. Cost of union membership — In addition to working dues, to belong to the union as a full book member, the cost is \$300.00 (three hundred dollars) per year or \$75.00 (seventy-five dollars) per quarter. Working dues amount to 5 percent of the members' gross vacation wages and are paid when the member files a vacation application.

3. Agency fee payors — Employees who choose not to become union members may become agency

fee payors. As a condition of employment, in states which permit such arrangements, individuals are obligated to make payments to the union in the form of an agency fee. The fee these employees pay is to support the core representational services that the union provides. These services are those related to the collective bargaining process. Examples of these activities include, but are not limited to, the enforcement and administration of collective bargaining agreements, the negotiation of such agreements, meetings with employers and employees, and representation of employees during grievance and arbitration proceedings.

Employees who pay agency fees are not required to pay for expenses not germane to the collective bargaining process. Examples of these expenses would be expenses required as a result of community service, legislative activities and political affairs.

4. Amount of agency fee — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting the collective bargaining process. After review of all expenses during the 1996 calendar year, the fee cost associated with this representation amounts to 66.64 percent of the dues amount. This means that the agency fee based upon the regular dues would be \$199.92 (one hundred ninety-nine dollars, ninety-two cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 1998 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 1997 and December 31, 1998 will have this calculation applied to his or her current dues payment. As noted below, however, to continue to receive the agency fee reduction beginning in January 1999, your objection must be received by December 31, 1998.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, Atlantic, Gulf, Lakes and Inland Waters District, 5201 Auth Way, Camp Springs, MD 20746. This report is based upon an audited financial report of the union's expenses during 1996.

Please note that as the chargeable and non-chargeable expenses may change each year, the agency fee amount may also fluctuate each year.

Individuals who are entitled to pay agency fees and wish to pay fees rather than dues must elect their option each year by filing an objection in accordance with the procedure noted below.

5. Filing of objections — If you choose to object to paying dues, an objection must be filed annually. To receive the deduction beginning in January of each year, you must file by the beginning of December in the prior year. An employee may file an objection at any time during the year. The reduction, however, will only apply prospectively and only until December 31 of that calendar year. Reductions in dues will not be applied retroactively. As noted above, the amount of the dues reduction will change each year based upon an auditor's report from a previous year.

The objection must be sent in writing to: Agency Fee Payor Objection Administration, Secretary-Treasurer's Office, Seafarers International Union, AGLIWD, 5201 Auth Way, Camp Springs, MD 20746.

6. Filing a challenge — Upon receiving this notice of calculation of the chargeable expenditures related to core representation activities, an objector shall have 45 days to submit a challenge with the Secretary-Treasurer's office if he or she believes that the calculation of chargeable activities is incorrect.

7. Appeal procedure — Upon receiving the challenge at the end of the 45-day period, the union will consolidate all appeals and submit them to an independent arbitrator. The presentation to the arbitrator will either be in writing or at a hearing. The method of the arbitration will be determined by the arbitrator. If a hearing is held, any objector who does not wish to attend may submit his/her views in writing by the date of the hearing. If a hearing is not held, the arbitrator will set the dates by which all written submissions will be received.

The costs of the arbitration shall be borne by the union. Individuals submitting challenges will be responsible for all costs associated with presenting their appeal. The union will have the burden of justifying its calculations.

The SIU works very hard to ensure that all of its members receive the best representation possible. On behalf of all the SIU officers and employees, I would like to thank you for your continuing support.

Sincerely,
David Heindel, Secretary-Treasurer

SMPPP Booklets Mailed to Members

Voluntary Contributions May Be Made Through Vacation Plan

Summary plan description booklets for the Seafarers Money Purchase Pension Plan (SMPPP) were mailed last month to all participating Seafarers who have their current address on file with the Plan.

Any participating member who has not received a copy of the SMPPP booklet and would like one mailed, may call the SMPPP toll-free number: 1-800-485-3703. Booklets also will be available at SIU halls.

As always, Seafarers are encouraged to keep their current address on file. If a member wants to update his or her address, please write to the Address Correction Dept., 5201 Auth Way, Camp Springs, MD 20746.

The booklet describes the benefits available to Seafarers from the SMPPP. Written in question-and-answer format, it explains plan funding, application procedures for SMPPP benefits, pay-

ment options and more.

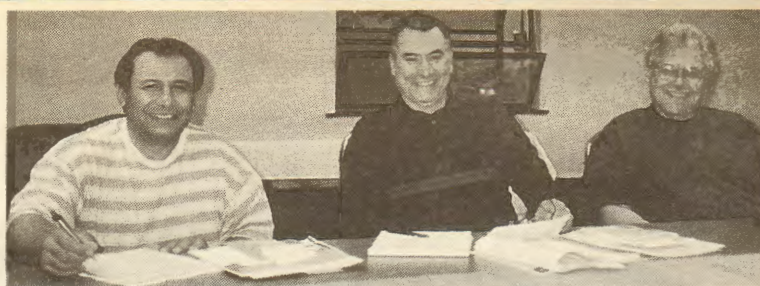
The SMPPP is one of the benefits Seafarers received as a result of the standard freightship and tanker agreement ratified last year. Designed as a convenient, low-risk method of saving for retirement, the plan provides individual accounts for each participating Seafarer. It does not cost members any money to take part in the SMPPP, because the plan is funded by participating SIU-contracted companies. Seafarers also may make voluntary contributions to their respective accounts.

Additionally, last month the plan administrator reminded members that while participating companies finalize their voluntary payroll deduction systems for members' voluntary contributions to their individual SMPPP accounts, Seafarers may contribute by authorizing the Seafarers Vacation Plan to withhold such payments and remit them to the SMPPP.

Forms for authorizing such payments are available at each SIU hall.

"This form is separate from the vacation application, and it is a one-time authorization, which means that it only will be accepted for the vacation benefit being applied for," explained Lou Delma, administrator of the Seafarers Plans. "In other words, each time a Seafarer files for vacation benefits, he or she must complete the separate SMPPP authorization form if the member wishes to contribute to their account."

This procedure will remain in place until participating employers finalize a voluntary payroll deduction system to comply with the rules and regulations of the SMPPP. At that time, announcements will be made in the *Seafarers LOG*, at the monthly membership meetings and in mailings to participating Seafarers.



Fine-tuning their representational skills are (from left) Steward Jesse Ortiz, Assistant Steward Don Kemplen and SIU Government Services Division Representative Chester Wheeler. Ortiz and Kemplen represent their fellow workers at MarAd's Suisun Bay, Calif. facility.

Top-Notch Worker Representation Emphasized at Steward Training For Suisun Bay, Calif. Union Reps

Representing fellow employees on the job was the primary subject addressed by the SIU Government Services Division steward and assistant steward from Suisun Bay, Calif. at a three-day training session last month.

Steward Jesse Ortiz and Assistant Steward Don Kemplen were elected by their fellow employees at the Maritime Administration's Suisun Bay, Calif. facility. There are 84 National Defense Reserve Fleet (NDRF) vessels stationed at Suisun Bay, which is in the northern inland region of the San Francisco Bay area. Represented by the SIU, these workers maintain the NDRF ships, dehumidifying interior spaces and applying anticorrosion measures to their hulls, among other duties.

(The 303-ship NDRF helps ensure that the United States has sufficient sealift capacity in times of national emergency.)

Three-Day Session

At the November 10-12 training session, Ortiz and Kemplen were joined by SIU Government Services Division Representative Chester Wheeler in classes on the responsibilities of a steward, the various types of grievances, and investigation procedures when a potential grievance is

involved.

The group conducted an in-depth discussion on the right of an employee to have a union steward present when he or she is in an investigative interview with management that the employee believes could lead to disciplinary action. These rights, known as *Weingarten* rights, are afforded to workers represented by unions through a 1975 U.S. Supreme Court case by that name.

Throughout the meeting, which was guided by SIU headquarters staff, the stewards reviewed the collective bargaining agreement in place between their employer and the SIU. Additionally, the stewards studied government personnel procedures and Federal Labor Relations Authority guidelines in conducting labor/management matters.

"When a steward meets with management about a work-related problem of a fellow employee, they meet as equals. That's what union representation is all about. This seminar brought that home," commented Wheeler at the end of the conference. "This kind of training gives our stewards the tools they need to do the best possible job representing their fellow workers."

MSC Head Lauds SIU-Crewed Gopher State Adm. Perkins Sites 'Great Work' of Prepositioning Ship

The head of the U.S. Military Sealift Command (MSC) liked what he saw during a recent inspection of the SIU-crewed *Gopher State*.

Following a shipboard luncheon and tour October 9 in Guam, U.S. Navy Vice Admiral Jim Perkins enthusiastically praised the readiness of the prepositioning ship.

"I was particularly impressed with the capabilities of your ship," Perkins said in a letter to *Gopher State* Captain Dan Harris. "You all set the standard and are a powerful deterrent force for any troublemaker. Keep up the great work!"

He added that he and other MSC officials are quite "proud and pleased ... with the prepositioned ships in Guam."

Seafarers in the steward department prepared and served a well-received lunch for the admiral, his staff and the other guests, who included officers from other U.S.-flag prepositioning ships stationed in the area.

"Everybody pulled together to make it work," stated SA Helen Mitchell. "We received many compliments on the food, and it was very exciting talking to the admiral."

"It was my first trip, so I wasn't expecting anything like this."

The menu included three salads (garden, shrimp and spinach), two soups (cream of broccoli and cream of chicken), three entrees (linguini with clam sauce, baked Virginia ham with fruit sauce, and albacore white tuna-melt sandwiches) and several



Vice Admiral Jim Perkins (center), head of the U.S. Military Sealift Command, chats with SIU steward department personnel aboard the *Gopher State* following a recent tour aboard the prepositioning ship.

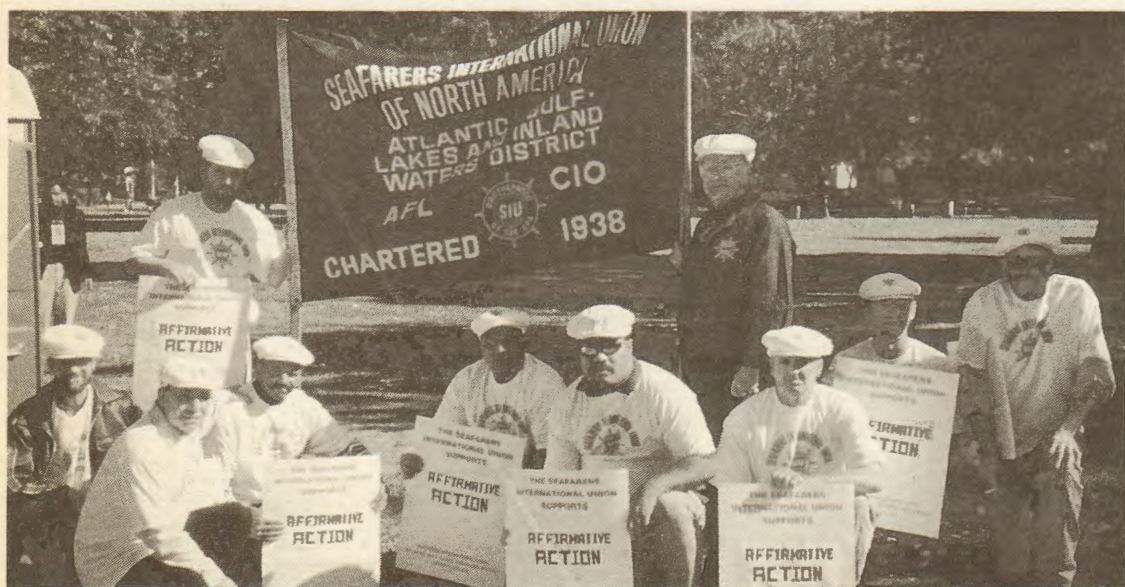
side dishes. Mitchell and her shipmates in the steward department—Chief Steward Lawrence Winfield and SAs Ken Robertson and Carlos Ferreira—also presented baked apple pie, ice cream and freshly baked brownies for dessert.

"The lunch was superb, but I was in need of a nap the rest of the afternoon!" noted Perkins in his letter to Harris.

Operated by Interocean Uglund Management for MSC, the *Gopher State* usually carries disaster-relief cargo. The ship is 610 feet long and possesses four cranes used for loading and off-loading.

MSC's prepositioning fleet consists of civilian-crewed vessels strategically located around the world. The ships are fully loaded, ready for immediate deployment in support of U.S. military operations.

San Francisco Seafarers Speak Out on Affirmative Action



San Francisco Seafarers joined thousands of trade unionists, civil rights activists, religious and community leaders in front of the California state Capitol in Sacramento on October 27 to demand that California lawmakers reinstate affirmative action programs. Sponsored by the Rainbow/PUSH Coalition, the "Save the Dream" rally and march was a protest against California's Proposition 209, which eliminates government affirmative action programs. SIU members who participated in the event include (from left, kneeling) SA Richard Gegneheimer, San Francisco Port Agent Nick Celona, Chief Cook Kenneth Clark, Salefia Jr., OS Uela "Willie" Alataua, Chief Cook Doug Swets, GSU Robert Gilliam, AB Barron Jackson, (standing, from left) Chief Steward John Bass and SIU Vice President George McCarty.

John Sturdivant Passes Away; Headed Federal Workers' Union

John N. Sturdivant, the president of the American Federation of Government Employees (AFGE) and an AFL-CIO vice president, succumbed to leukemia on October 28. He was 59 years old.

Sturdivant had served as the head of AFGE, which mainly represents federal workers, since 1988. He was a leader in the fight to reform the Hatch Act, a federal law that barred political activity of any kind by federal employees.

SIU President Michael Sacco, who served with Sturdivant on the AFL-CIO executive council, called him "a man truly dedicated to his members. Especially in this era of downsizing government, John Sturdivant voiced the concerns of federal workers and fought for them."

Also expressing his admiration was AFL-CIO President John Sweeney, who said, "He protected the lives and fortunes of federal workers and the integrity of government aggressively at a time of tremendous challenge and frequent attack, applying his trademark wit and principle. We will miss his wise counsel."

An AFGE member for more than 30 years, Sturdivant rose through the ranks of Local 1754 in Winchester, Va., serving as its president from 1968 to 1976. The Philadelphia native was very active in the campaign to register black voters while living in Virginia.

For six years beginning in 1976, he held several positions at the union's national office before being elected executive vice president in 1982.

Filling the remaining three years of Sturdivant's term at AFGE is Bobby L. Harnage, who had been the union's national secretary-treasurer.



John Sturdivant

New SIU RO/RO Shines in Bright Star

The SIU-crewed *USNS Gilliland*, one of five newly converted roll-on/roll-off (RO/RO) prepositioning ships, loaded its first cargo in Savannah, Ga. in early September and set sail for Egypt to participate in "Bright Star," an annual military transportation exercise.

The *Gilliland* was converted to U.S. standards in May at Newport News Shipbuilding in Virginia. The *Gilliland* and her sister ships, the *USNS Shughart*, *USNS Yano*, *USNS Gordon*, and *USNS Soderman*, are operated by Bay Ship Management for the Military Sealift Command (MSC).

Seafarers boarded the *Gilliland*, a former Danish containership, on September 4 when it docked in Savannah. More than 650 Army vehicles and containers were loaded aboard the RO/RO for use in Bright Star, an exercise designed to allow U.S. armed forces to train with their Middle Eastern allies.

"It is a beautiful ship," stated Assistant

Cook/Baker Angel Correa. "I was proud to have been part of the *Gilliland's* first crew."

Other SIU-crewed vessels were also called on to transport military materiel from Savannah needed for use in Bright Star. The *USNS Altair* loaded 561 pieces of military equipment and the *USNS Antares* loaded 748 military vehicles.

The *Gilliland*, *Altair* and *Antares* offloaded their cargoes and departed El Dikheila, Egypt by the end of September. The SIU-crewed *USNS Denebola* was assigned with transporting all of the equipment back to Savannah when Bright Star concluded in late November.

According to Correa, the voyage to Egypt aboard the *Gilliland* went smoothly. "It was a lovely trip. The weather was good, the ship was great and the crew was happy," he recalled.

The *Gilliland* then sailed to Beaumont, Texas to prepare for its prepositioning duties scheduled to begin in the Persian Gulf in February.

Kilauea Hailed as Top Navy Ship by NDTA

The SIU-crewed *USNS Kilauea* recently was named the top Navy transportation unit by the National Defense Transportation Association (NDTA).

The NDTA is the nation's largest and oldest organization focused on military logistics and the movement of defense cargo. The award was presented to Captain

Jeff Cook, the master of the *Kilauea*, by Vice Admiral Jim Perkins, commander of the U.S. Military Sealift Command. The *Kilauea* was recognized for being the only permanently forward-deployed ammunition ship in the world and the only ordnance platform in the MSC fleet.

The vessel and her crew were praised for having moved nearly 25,000 pallets of materiel in 1996 without experiencing a single problem. The *Kilauea* provided support to military forces in Yokosuka,

Sasebo and Okinawa, Japan; Chinhae, South Korea; Darwin, Australia; and Guam as well as to the carrier battle groups of *USS Kitty Hawk* and *USS Constellation* and U.S. Marine amphibious forces.

The *Kilauea* was also highlighted for providing support for an environmental impact survey of Farallon de Medinilla in Southeast Asia and its joint rescue mission with the SIU-crewed cable repair ship *USNS Zeus*. (See AOTOS story, page 4.)

Mariners Eligible for VFW Membership

The Veterans of Foreign Wars (VFW) recently voted to allow U.S. merchant marine veterans of World War II to apply for membership in their organization.

The amendment to the VFW bylaws states that a mariner may join the VFW if he "... served honorably beyond the United States territorial limits for 30 consecutive days or 60 nonconsecutive days with honorable discharges of DD214 forms, from 7 December 1941 to 2 March 1946."

U.S. merchant mariners who sailed during World War II from December 7, 1941 to August 15, 1945 are recognized by the government as veterans.

Monthly Meetings Keep Members Informed

Monthly membership meetings are held in each SIU hall around the country.

The monthly meetings keep members abreast of news from within the Brotherhood of the Sea as well as from the maritime

industry as a whole.

Everything from information on contract talks to upcoming legislation in Congress to promoting union solidarity to just about any other issue of importance to the rank-and-file membership and

union officials is brought up at these membership meetings.

Below is the schedule of meetings for 1998. Each issue of the *Seafarers LOG* also lists the dates for the next two meetings scheduled in each port.

SIU Mourns Passing of Selzer, Jones, Hall

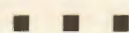
Sidney Selzer

Sidney Selzer, a longtime employee of the SIU, passed away September 4, at age 85.

Selzer sailed with the Seafarers before coming ashore to work for the union in 1951. He helped start and operate the Sea Chest at the SIU's New York hall. He also took part in many of the union's early beefs.

During the 1970s, he worked as the SIU's purchasing agent. He retired in 1982.

Family members recalled Selzer as being well-liked by the SIU membership and a dedicated employee.



Leroy Jones

Clarence "Leroy" Jones, former Seafarer and St. Louis port agent for the Inland Boatmen's Union (IBU), passed away August 19. He was 68.

Jones joined the SIU in 1947 in Mobile, Ala. and subsequently participated in numerous organizing drives, including the successful campaigns at Isthmian Lines and Cities Service.

He continued sailing with the SIU and IBU and remained very active in other organizing drives throughout the 1960s and early 1970s, then became the IBU's St. Louis port agent in 1972.

Injuries from an odd accident forced Jones into early retirement in 1976. He sustained near-fatal wounds in November 1973 when a speeding car went out of control and crashed through the storefront-type window of the IBU hall in St. Louis. The vehicle struck Jones and several other people.

Jones spent four months bedridden in a hospital, then underwent four months of physical therapy. He returned to work despite not making a full recovery, but eventually received doctor's orders to retire.



Pete Hall

Pete Hall, youngest brother of the late SIU President Paul Hall, passed away August 18. He was 81.

From 1973 to 1976, Pete Hall served as secretary-treasurer of the Retail Clerks International Union, which merged with the Amalgamated Meat Cutters in 1979 to form the United Food and Commercial Workers (UFCW).

He also served as the Retail Clerks' director of organizing from 1968 to 1973. Prior to that, Hall spent 20 years as an organizer in the southern United States. "During those years, southern towns had laws preventing distribution of union literature and requiring union representatives to register with the police and post thousands of dollars before they could even speak with workers," noted the UFCW in its obituary of Hall. "Under Hall's leadership, the Retail Clerks developed innovative organizing and bargaining techniques that enabled the union to record significant growth."

Hall retired to Tampa, Fla. in 1976.

Membership Meetings in 1998

Port	Traditional Date	January	February	March	April	May	June	July	August	September	October	November	December
Piney Point	Monday after first Sunday	5	2	2	6	4	8	6	3	8*	5	2	7
New York	Tuesday after first Sunday	6	3	3	7	5	9	7	4	8	6	3	8
Philadelphia	Wednesday after first Sunday	7	4	4	8	6	10	8	5	9	7	4	9
Baltimore	Thursday after first Sunday	8	5	5	9	7	11	9	6	10	8	5	10
Norfolk	Thursday after first Sunday	8	5	5	9	7	11	9	6	10	8	5	10
Jacksonville	Thursday after first Sunday	8	5	5	9	7	11	9	6	10	8	5	10
San Juan	Thursday after first Sunday	8	5	5	9	7	11	9	6	10	8	5	10
Algonac	Friday after first Sunday	9	6	6	10	8	12	10	7	11	9	6	11
Houston	Monday after second Sunday	12	9	9	13	11	15	13	10	14	12	9	14
New Orleans	Tuesday after second Sunday	13	10	10	14	12	16	14	11	15	13	10	15
Mobile	Wednesday after second Sunday	14	11	11	15	13	17	15	12	16	14	12*	16
Duluth	Wednesday after second Sunday	14	11	11	15	13	17	15	12	16	14	12*	16
San Francisco	Thursday after second Sunday	15	12	12	16	14	18	16	13	17	15	12	17
St. Louis	Friday after second Sunday	16	13	13	17	15	19	17	14	18	16	13	18
Honolulu	Friday after second Sunday	16	13	13	17	15	19	17	14	18	16	13	18
Wilmington	Monday after third Sunday	20*	17*	16	20	18	22	20	18*	21	19	16	21
New Bedford	Tuesday after third Sunday	20	17	17	21	19	23	21	18	22	20	17	22
Jersey City	Wednesday after third Sunday	21	18	18	22	20	24	22	19	23	21	18	23
Tacoma	Friday after third Sunday	23	20	20	24	22	26	24	21	25	23	20	28*

*Piney Point change created by Labor Day holiday; Mobile and Duluth changes created by Veterans Day holiday; Wilmington changes created by Martin Luther King's birthday, Presidents' Day and Paul Hall birthday holidays; Tacoma change created by Christmas Day holiday.

Teamwork Ensures USNS Bellatrix Meets Scheduled Departure

'You'll See, We'll Sail'



Taking his turn at the wheel of the *Bellatrix* is OS Antonio Santos.



DEU Louis Nickerson assists with operations on deck while the ship is en route to Germany.

With just hours to go before departure, most observers believed the *USNS Bellatrix* would not sail because a 14-ton door dangling from a solitary hinge could not be sealed in time.

Having discharged NATO cargo in Bremerhaven, Germany that would then be sent by rail to Allied military forces in Bosnia, the fast sealift ship's crew was ready to head home.

Apparently damaged during offloading operations, the B deck door "almost landed on deck," said Bosun **James L. Deano Jr.** "One hinge pin had fallen out so when the door fell over, it tore the bottom hinge in half."

Once discovered, "all hands aboard from the deck and engine departments assembled. We held a quick 30-minute conference to decide which way to go," explained Deano.

"We used the hydraulics of the door which were not damaged and a forklift and a whole lot of brute force," the SIU bosun added.

After the door was in place, the crew welded it to ensure it would stay watertight for the Atlantic crossing.

'Major Feat!'

"I was impressed because everyone jumped in," said Captain Richard P. Martucci. "To get that door closed was a major feat! Nobody believed it would happen. But the crew did it!"

Beating the odds and getting the watertight door secured was just one of the unforgettable experiences of the August 20 to September 17 trip that began in New Orleans, where the *USNS Bellatrix* is docked.

But some of the memories come from more personal incidents during the three days cargo was unloaded in Bremerhaven, a northern port city along the North Sea.

Extraordinary Edibles

DEU Louis Nickerson said, "It was my first time in Germany. The food was kind of different. I had bratwurst and schnitzel. That was an experience!"



Pleased that their voyage is a success are (from left) Electrician Gabriel Arhin, DEU Louis Nickerson and Wiper Ron Schexnayder.

Another culinary episode was remembered by Chief Cook **Oren C. Parker**. "A highlight of the trip for me was the fresh fish that we got from deep sea pilot Brian Waters from Brixham, England. It was North Atlantic flounder, which is a little different from American flounder. I broiled it and served it with a sauce of lemon, butter and a little garlic. It was delicious!"

For **Gabrial Arhin**, the chief electrician, it was working with the German telephones that left an impression. "Their phone system is different from ours so I had to wire phone lines from shore—one to the captain's bridge and one to the gangway."

"It was interesting to do this kind of work, I really enjoyed the challenge," Arhin said.

Rocking and Rolling

A few days of turbulent weather also left their mark on the crew. AB **Bob English** recalled three rough days. "On our way back, we were empty. So when we caught the edge of Hurricane Erica, the ship had a tendency to roll. It was hard to sleep."

For OS **Antonio Santos**, the agitated seas meant opportunity. "This was my first trip with the SIU. I learned a lot, especially because I got some experience steering in rough weather. So I really enjoyed the trip."

AB **Jesse J. Greer Jr.** appreciated the vessel. Noting it was a pleasure to sail on the *USNS Bellatrix*, he said, "The twin screw vessel carried us safely from New Orleans to Beaumont, Texas where we loaded cargo, across the Atlantic, in the English Channel, through the Weser River, through the lowlands and through the docks and back to New Orleans."

"And she sustained high speed both ways!" Greer exclaimed.

In all, "it was a good trip," summed up GSU **Eduardo A. Gonzales**.



Keeping deck operations smooth are (from left) OS Antonio Santos, AB Jesse Greer Jr. and AB Bob English.



Bosun James Deano says the *Bellatrix* crew used hydraulics, a forklift and muscle power to put the damaged B deck door back in place.

Right: Enjoying a short break after finishing a lifeboat drill are (from left) GSU Charles Bibbs, Electrician Gabriel Arhin and DEU Louis Nickerson.



Taking pride in ensuring that the *Bellatrix* is a "good feeder" are (from left) Chief Cook Oren Parker, Chief Steward Carlos Rosales and GSU Eduardo Gonzales.

Icebreaking Procedures - Part II

Henry Gamp Writes About Dealing With Heavy Ice in the Chesapeake Bay

Editor's note: A member of the SIU since 1974, Henry Gamp currently sails as a chief mate aboard the Penn Maritime ATB Lucia/Caribbean. It was during his 13-year tenure as a tugboat captain and shipdocking pilot that he was called on to help keep icy channels leading to and from Baltimore Harbor open to shipping and barge traffic. In last month's LOG, he discussed the fundamentals of icebreaking. This article is the conclusion. (Nearly 20 years ago, the U.S. Coast Guard published the entire piece because of its potential practicality.)

A vessel drawing 10 feet bound for Baltimore from the C&D Canal may feel she can avoid heavy ice at Tolchester by taking Pools Island Flats. But if she misjudges and becomes ice bound, she is in serious difficulty. Not only is she stuck where other vessels may not be able to reach her, but if she is pushed over a shoal—and there are many shoals on each side of the flats—she is in peril of being capsized. These types of risks certainly do not justify any savings in time. Take into account your limitations as well as those of your vessel. Do not permit your enthusiasm to outweigh obvious danger; allow margin for error.

Stranded Ships

As you approach the ice-bound vessel, try to get an idea on which side the ice is heaviest, how the ship lies in relation to the channel and the course to be made good once the vessel is freed. Then prepare a general plan of action, as you will be quite busy once you begin breaking ice around the vessel, and all your concentration will be needed for your boat handling. Approach the vessel on whichever side appears to have the weakest ice. Experience can help greatly in making this determination. Different types of ice may be weakest at different times of the day or night.

If another vessel has successfully traversed the channel by your stranded vessel in the not-too-distant past, this would be the side on which to make your initial pass. However, if it has been quite some time, say an hour or more since a vessel has passed by, this may not be the side to begin with. The ice may have compacted more, and if it has had enough time to refreeze may, in fact, be stronger than the unbroken ice next to it. Constant breaking and refreezing can make very heavy and strong ice.



Ice quite passable in daylight hours, because of sunlight and warmer temperatures, becomes tremendously hard after the sun sets as it compacts and freezes solid. The virgin ice next to it, which was the more difficult to break during the day, is now the easier to maneuver through.

Having decided on which side

you will make your first pass, call the pilot of the vessel on your radio. Tell him which side you propose to come down, and instruct him to work the ship full ahead when you arrive abeam of his ship to take advantage of any pressure against his hull you might release. In the meantime, he can also help by shifting his rudder from hard right to hard left and so forth, allowing the ship to swing to the maximum arc the ice will permit each time. He can also have the master trim the vessel as deep aft as possible and as light forward as practical, and perhaps shift ballast side to side, if it can be easily accomplished. Make passes up and down the side of the ship until the ice is broken.

A systematic routine of running a pattern up and down and ahead of the vessel is required. As you run circles around the vessel, the tug will move easier the second, third, fourth pass, etc. Rather than make erratic passes, say 100 feet apart once you have initially broken the ice, move over 20 feet to 30 feet and expand the path you already have. This way you are not continually breaking hard ice but instead slicing off a small ledge and allowing the tug to run freer.

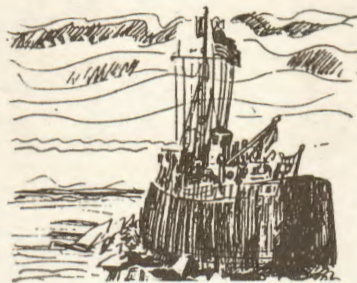
When running toward the ship's bow, run out some distance ahead so that if the vessel begins to move, then you may do a Williamson Turn. That way you will be heading more directly for the stranded vessel, as your tug will not make the sharp turn you are accustomed to her making in ice-free water.

When making your passes down a ship's side, it is not necessary to run as close as possible to her; in fact, it can be quite dangerous to do so. Fifty feet off is a good minimum distance. If the ice suddenly cracks toward the ship, you will have enough time to throw your rudder away from her or stop your tug before she follows the crack to the ship and strikes her. As you run up and down along the vessel's hull, you may be stopped in the vicinity of where the midbody ends and the bow begins to cut away. The force of the vessel working full ahead against the ice creates a greater pressure at this point than at the other parts of the ship's hull. When this occurs, throw your rudder side to side to rock the tug. If she remains stuck, you must back your tug up (be sure to have rudder amidship), get a running start and batter your way through the ice jam. When this fails, the ship must stop working ahead to release the pressure she is transmitting to the tug via the ice until the tug breaks out of the ice jam.

In general, breaking ice in this manner around a ship will free her. One word of caution: if the vessel does begin to move, do not break a path directly in front of her, because if the tug becomes stuck or your plant overheats, you will have no place to go. Pilots who have been stuck in ice are anxious to get underway again and are reluctant to stop when they are moving simply because you are out ahead of them. It is far safer to run out ahead but off to one side or the other. You will be relieving the pressure and, if you should stop, the ship can sail by you without anyone having a collision or scare. If the vessel is

making better time than you, once she is moving, follow astern in her broken water but not so close that if she stops you can't avoid hitting her.

In the event the above procedures do not free the vessel, have the vessel stop her engines. Break up the ice in front of her, have the vessel back up some distance, then have the vessel come full ahead. The momentum of the ship often will be sufficient to keep her moving. The ice field may have been heavier at this point than the surrounding ice; once past it, your ship will



pick up some speed and keep moving. If she stops, repeat these maneuvers again. More probably than not, you will make some headway, be stopped by the ice and have to start all over again.

Once you are moving again, let the pilot know if the ice is weakest on his port or starboard side. He will have a tendency to stay on the centerline of the channel, no matter what. However, this is the time to move side to side in the channel and take advantage of any open or thin spots, as long as you can keep adequate water under your keel and are not meeting, crossing or overtaking other vessels. If another vessel with more horsepower has recently passed by, fall into her track as long as it hasn't been carried outside the channel. Whenever possible, avoid that 4- or 5-foot deep ridge where the pack ice has been hummocked and piled up against the fast ice.

Stranded Tows

Generally speaking, the methods employed to free ships locked in ice-clogged waters apply equally well for extricating barge tows. A tow is comprised of one or two tugboats pushing or pulling one or more barges. Therefore, it is necessary to point out how this and other diversities will alter the plan of action when breaking out ice-bound tows, as opposed to ships. For the purpose of this discussion, a tow will be composed of one towing vessel and one barge.

Most tugboats operating in the Chesapeake Bay have a power range of 700 to 4,000 horsepower (hp). Ships, on the other hand, range from 4,000 to upwards of 60,000 hp. From this, it is easy to see that the lower powered tugboat which, in addition to itself, is towing a barge perhaps 300 feet long and 40 to 60 feet wide, will jam in much less severe ice conditions than most ships.

The draft of most tugboats and their tows rarely exceeds 16 feet. Ships may draw from 15 feet upwards to 40 feet. This enables tows to navigate outside the improved channels in many instances. Consequently, they can take advantage of thin ice coverage or perhaps clear water where a ship constrained by a deeper draft could not do so. However, this lighter draft is a hinderance in heavy ice as the deeper laden

the vessel, the more apt she is to continue moving.

A ship has a pointed bow which it drives into the ice, cutting it as a knife and allowing the ice to flow down along the vessel's hull. A barge, on the other hand, has a square blunt bow which does not enter ice well. The barge being pulled or driven into the ice field pushes another field of ice before her as it cannot escape down her sides.

Barges towed in ice should be either pulled on a hawser or pushed ahead using wire pushing cables. Towing with the barge alongside has numerous drawbacks and should be avoided. These include added drag, less rudder power, continual set to whichever side the barge is made fast on and ice jamming between tug and tow.

Make passes around the tow, breaking up the ice in the same manner you do to free ships. When you no longer are making acceptable progress, begin breaking ice around the tow once more. Have the tugboat operator swing his unit from hard right to hard left to free the ice from the barge's sides. Have him back up and then come ahead full, repeating this over and over until he is making headway.

After the ice is broken and not offering your tug much resistance, position your tug ahead of and slightly off the port or starboard bow of the barge. Keep your tug in such a position that your wake just misses the barge's bow and flows down her side, washing with it some of the ice which the barge is carrying out ahead of her. If you begin to outdistance the barge, you must slow down or stop until the tow catches up to you. As long as headway can be made in this manner, continue to do so. Keep a constant check on the barge behind you so you are not run over. Also keep in mind that your boat will need some time to pick up headway after slowing or stopping, and the tow already has headway. Therefore, any time you stop, place your throttle back into idle. The ice will act as a brake and, importantly for you, it won't be necessary to wait precious seconds for your clutch to engage while the barge is overriding your stern.

The other method to use when towing in ice is to put a hawser on the tow and pull it. A wire bridle leading from both corners of the barge shackled to the tug's hawser would be the proper towing gear to use. The towing vessel will have an area of clear water from 20 to 100 feet astern, depending on the thickness of the ice. The hawser length should not exceed this area of free water, as this wash helps to disperse the ice forward of the barge. It must be borne in mind that if the tug stops, the tow can override the tug, ramming her in the stern. Usually, when the ice is heavy enough to stop the tug, it likewise stops the barge. Nevertheless, deep-loaded barges have been known to come up on their tugs before. If you find yourself in this predicament, work ahead full, throwing your rudder side to side to free yourself, and hope your wash hitting the barge will stop or deflect her.

The towing vessel can help herself by see-sawing from one side to the other, allowing the

barge to pivot, thus helping free the ice from the barge's sides and allowing her wash to shove some of the ice out from the bow of the barge.

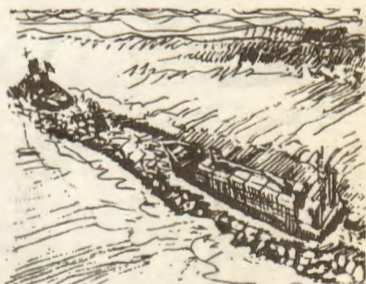
Barge Convoys

When ice conditions become severe, it is desirable to form convoys for barge tows bound from Baltimore through the C&D Canal and from the canal to Baltimore and other Bay ports. This allows the Coast Guard and other privately operated ice-breaking services to pool their men and equipment to effectively keep traffic moving and not run helter-skelter around the Bay to free a dozen ice-locked tows in a dozen different locations.

The usual procedure is to have an eastbound convoy leave Baltimore on the first day.

Convoys are formed at North Point or Swan Point and escorted through the C&D Canal to Reedy Point. Here the convoy disperses and the escorting vessels lay over for the night. The following morning they organize a westbound convoy bound for Baltimore. This convoy usually will form off Pea Patch Island, then enter the C&D Canal. When conditions permit, the convoy will disband upon reaching North Point. Sometimes tows will be escorted to the Francis Scott Key Bridge. Convoys will transit in this manner—one day east, next day west—until the captain of the port feels the need no longer exists. The nightly lay-over in port is quite essential for the crews of all vessels involved in breaking ice, as they are afforded very little sleep during the day with the tug bouncing, crunching and ramming the ice.

The convoy is organized with the most powerful tugs and their tows placed first in line (in order of horsepower) down to the



smallest tug and tow last. Tugs with less than 1,000 hp are barred from these convoys as they are too underpowered to run in ice. If the lower-powered tows were to lead the convoy, then every time they stopped, all progress would be halted until they were freed. However, by being astern of higher-powered tows, the ice is broken when they reach it. If they stop in spite of this, one or two icebreaking vessels can assist the jammed tows while the rest of the convoy sails on.

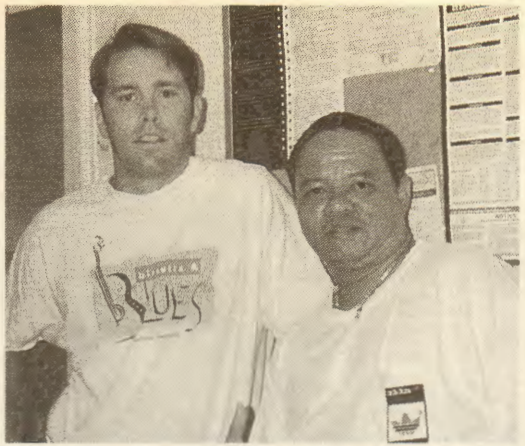
The escorting vessels essentially break ice and assist in the same ways previously stated for freeing individual tows.

Tows sailing in convoy usually are made up using pushing gear. They are lined up close together so the wash from the first tow helps clear the ice from the second barge's bow, etc., down to the last tow. By keeping the tows close together, it is often necessary to break ice only for the lead tow. Under severe conditions, tugs may put out

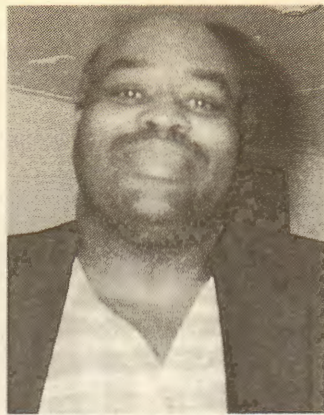
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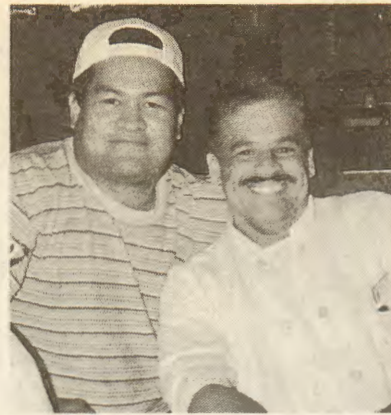
Bartender Laura Cila carries several different kinds of fruit native to the Hawaiian Islands.



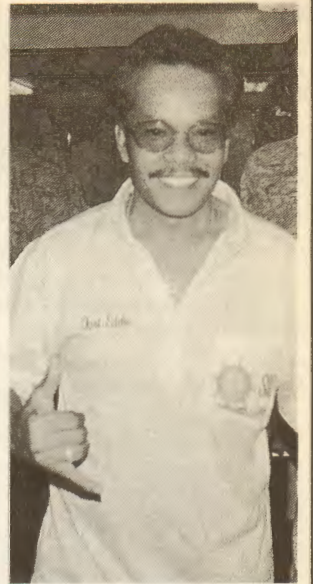
Waiting for the Saturday morning sign-on aboard the *S.S. Independence* are Waiter William Kellum (left) and Porter Noel Balaguer.



A native of Mobile, Ala., GU Wheeler Washington is ready for duty aboard the passenger cruise ship.



Looking forward to the next island excursion are Cook Pati Taototo (left) and Second Cook Albert Parks.



Eduardo "Fast Eddie" Cateil, who sails as a waiter, gives the "hang loose" sign.

Talented Indy Crew Provides #1 Service

Guests say that the real pride of American Hawaii Cruises is not the *S.S. Independence* itself, but rather the talented and dedicated crew that keeps the 46-year-old vessel running smoothly and at the same time providing passengers with world-class service.

Whether working out of sight or interacting with passengers, Seafarers aboard the *Independence* are dedicated to helping ensure that patrons enjoy their shipboard experience.

"The passengers genuinely rave about the service aboard the *Independence*," observed Neil Dietz, SIU port agent in Honolulu. "Many of them naturally aren't aware of all the behind-the-scenes work that is involved in keeping the ship running. But they appreciate the fact that they have a good time throughout the cruise."

During the *Independence's* week-long excursions among the Hawaiian Islands, attention to details by the crewmembers helps passengers enjoy a relaxed atmosphere. Feedback from the guests confirms that the onboard experience is memorable for vacationers as they delight in award-winning entertainment and cultural enrichment, regional Hawaiian cuisine and exciting jaunts ashore at the five ports of call.

Guess Who's Coming to Dinner

For three hours each evening, the SIU galley and dining room staffs orchestrate the day's main meal.

Seafarers provide dinner service for more than 1,000 passengers during that time. They offer a full menu, and passengers routinely compliment the apparent skill and effort required to arrange the two dinner seatings each evening.

High praise also goes to the "invisible" crewmembers (GUs, porters, maintenance workers and engine and deck department members) who keep the systems functioning and the passenger areas sparkling.

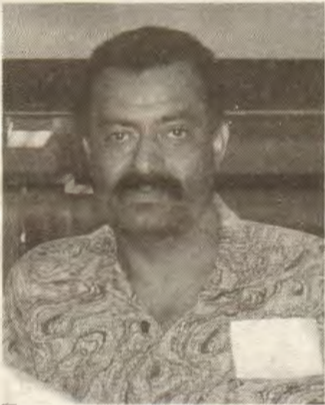
Although it can be challenging to keep the U.S.-flag liner on par with some of the newer foreign-flag competitors, SIU members meet and exceed that challenge daily, according to *Independence* passengers.



With a doff of the hat, Wiper Lorenzo Nunez-Cacho begins his work aboard the *S.S. Independence*.



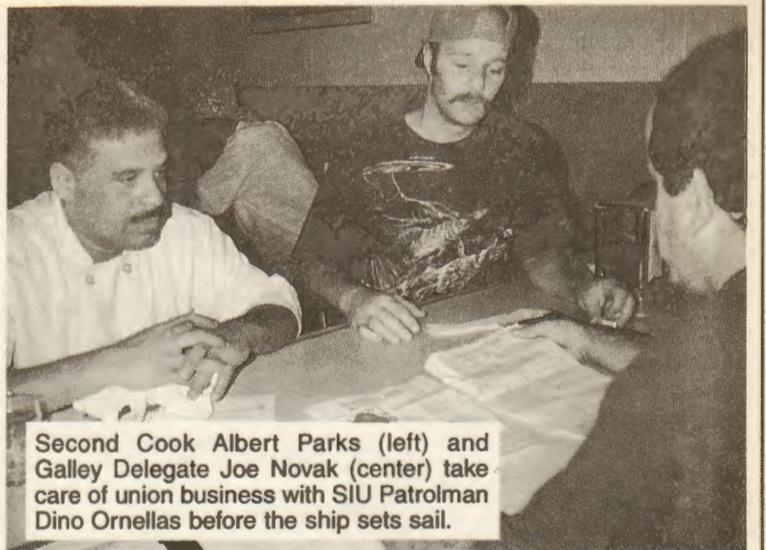
Above, GU Corinthus Thomas (left) and QMED Cresente Gumanas pose for a photo.



Left, Musa Mosed is ready to begin his daily shipboard routine as a GU aboard the *S.S. Independence*.



Always smiling, Oiler Denny Kairupan takes a break in the crew mess aboard the *S.S. Independence*.



Second Cook Albert Parks (left) and Galley Delegate Joe Novak (center) take care of union business with SIU Patrolman Dino Ornellas before the ship sets sail.



Bellman Jim Liu (left) and Chief Electrician Paul Su show the strong camaraderie among crewmembers that exists aboard ship.



Room Steward James Holland has been working aboard American Hawaii Cruises' vessels since 1982.



American Hawaii Cruises' *S.S. Independence*, with its distinctive smokestacks, sails on week-long cruises to Oahu, Kauai, Maui and "The Big Island" of Hawaii, visiting five ports of call.



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.

Seventeen Seafarers are announcing their retirements this month. Among this group are two recertified stewards—Jose "Pepe" Bayani and Radames M. Cosme, who are graduates of the highest level of training available to members in the steward department at the Lundeberg School in Piney Point, Md.

Including the two recertified stewards, 14 of those signing off sailed in the deep sea division, two navigated the inland waterways and one plied the Great Lakes.

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

DEEP SEA



RUBEN AGUILAR, 64, graduated from the Marine Cooks & Stewards (MC&S) training school in Santa Rosa, Calif. in 1967

and joined the MC&S, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). A native of Texas, he last sailed as a chief steward aboard the *Lurline*, a Matson Navigation vessel. From 1952 to 1954, he served in the U.S. Navy. Brother Aguilar has retired to Las Vegas.

HOWARD C. ALBERSON, 55, graduated from the Andrew Furuseth Training School in 1961 and joined the Seafarers in the port of New York. His first ship was the *Fairland*,

operated by Sea-Land Service, Inc. A native of New York, he worked in the deck department, last sailing aboard the *Long Lines*, a Transoceanic Cable Ships vessel. Brother Alberson makes his home in San Francisco.



ROBERT G. ALVISO, 64, started his career with the MC&S in 1964 in the port of San Francisco, before that union merged with the SIU's AGLIWD. The California native attended the MC&S training school and upgraded his skills at the Lundeberg School in Piney Point, Md. Brother Alviso calls Santa Rosa, Calif. home.

JOSE "PEPE" BAYANI, 71, began sailing with the Seafarers in 1978 from the port of Wilmington, Calif. Brother Bayani sailed in



the steward department and upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1987. He signed off the *Sea-Land Innovator*, operated

by Sea-Land Service, Inc. Born in the Philippines, he makes his home in San Jose, Calif.



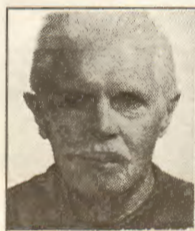
BENITO M. BIANCHINI, 67, joined the MC&S in 1952 in the port of San Francisco, before that union merged with the SIU's

AGLIWD. A native of California, he sailed in both the deck and steward departments. Brother Bianchini has retired to San Mateo, Calif.

RUBEN L. BORDNER, 55, began sailing with the MC&S in 1968 from the port of San Francisco, before that union merged with the SIU's AGLIWD. Born in the Philippines, he last sailed aboard the *President Eisenhower*, operated by American President Lines.



Brother Bordner makes his home in South San Francisco.



MICHAEL J. CARLIN, 65, joined the Seafarers in 1951 in the port of New York. He worked in both the deep sea and inland

divisions. From 1954 to 1956, he served in the U.S. Army. Brother Carlin was an SIU scholarship winner in 1958 and obtained his master's degree in economics in 1961 from New York University. In the early 1960s, he served as an SIU official. He later returned to sea, last sailing aboard vessels operated by Sea-Land Service, Inc. Brother Carlin has retired to Ship Bottom, N.J.

RADAMES M. COSME, 58, started his career with the SIU in 1966 in the port of New York. Sailing in the steward department, he frequently upgraded his skills at the Lundeberg School and graduated from the steward recertification pro-



gram there in 1994. A native of Puerto Rico, his first ship was the *Joplin Victory*, and in 1995 he signed off the *San Juan*, operated by Puerto Rico Marine Management. Brother Cosme calls Guaynabo, P.R. home.

WILLIE E. DILLON, 65, first sailed with the Seafarers in 1977. A native of Virginia, he worked in the deck department and



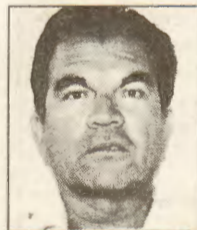
upgraded at the Lundeberg School. He last sailed aboard the *Ambassador*, operated by Crowley American Transport. Brother Dillon has retired to St. Petersburg, Fla.

BENNIE DRUMGOOLE, 62, started his career with the SIU in 1968. Born in Arkansas he sailed as a member of the engine department. During the years 1952 to 1955, he served in the U.S. Navy. Brother Drumgoole signed off the *Sea-Land Consumer*, operated by Sea-Land Service, Inc. He makes his home in Little Rock, Ark.



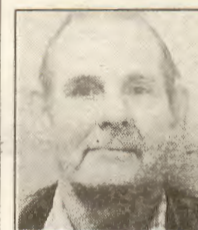
JUAN V. GUARIS, 56, graduated from the Lundeberg School's entry level training program in 1967 and joined the Seafarers in the port of New York. His first ship was the *Chatham*, a Waterman Steamship Corp. vessel. A native of Puerto Rico, he sailed in the engine department and upgraded at the Lundeberg School. Brother Guaris last sailed aboard the *Shining Star*. He has retired to Carolina, P.R.

MIGUEL "MICHAEL" HIDALGO, 63, joined the MC&S in 1957 in the port of San Francisco, before that union merged with the SIU's AGLIWD. The



California native signed on the *President Cleveland* and last sailed aboard the *Cape Girardeau*, both operated by American President Lines. Brother Hidalgo calls Daly City, Calif. home. From 1953 to 1955, he served in the U.S. Army.

HARRY E. JONES JR., 58, graduated from the Andrew Furuseth Training School in 1962 and joined the Seafarers in the port of Baltimore. His first ship was the *Evelyn*, operated by A.H. Bull Steamship Co. Born in Tennessee, he worked in the steward department, last sailing as a chief cook. Brother Jones makes his home in Randallstown, Md.



upgraded at the Lundeberg School. He last sailed aboard the *Manukai*, operated by Matson Navigation. From 1952 to 1956, he served in the U.S. Air Force.

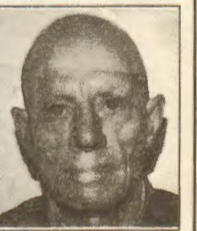
INLAND

JAMES M. GLYNN, 72, began sailing with the SIU in 1978 from the port of Wilmington, Calif. Born in Illinois, he sailed as a chief engineer, primarily aboard Crowley Marine Service vessels. Boatman Glynn makes his home in Carlsbad, Calif.

GENE C. PARKER, 57, first sailed from the port of Norfolk, Va. Starting out in the deck department, he later transferred to the engine department. Boatman Parker signed off the *T.J. Sheridan*, a Sheridan Transportation vessel. He has retired to Leland, N.C.

GREAT LAKES

PAUL E. SHA, 65, started his career with the Seafarers in 1966. A native of Minnesota, he sailed in the deck department and upgraded at the Lundeberg School. Brother Sha last sailed aboard the *St. Clair* in 1991. He makes his home in Moorhead, Minn.



SUMMARY ANNUAL REPORT FOR SEAFARERS PENSION PLAN

This is a summary of the annual report for the Seafarers Pension Plan, EIN 13-6100329, Plan No. 001, for the period January 1, 1996 through December 31, 1996. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided through a trust fund. Plan expenses were \$35,789,705. These expenses included \$4,578,435 in administrative expenses and \$31,211,270 in benefits paid to participants and beneficiaries. A total of 23,757 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$523,998,670 as of December 31, 1996, compared to \$523,675,324 as of January 1, 1996. During the plan year, the plan experienced an increase in its net assets of \$323,346. This increase includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year, or the cost of assets acquired during the year. The plan had a total income of \$36,113,051, including employer contributions of \$4,934,720, realized losses of \$1,233,534 from the sale of assets, and earnings from investments of \$31,094,820.

Minimum Funding Standards

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

Your Rights to Additional Information

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

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

To obtain a copy of the full annual report, or any part thereof, write or call the Board of Trustees, Seafarers Pension Trust, 5201 Auth Way, Camp Springs, MD 20746; telephone (301) 899-0675. The charge to cover copying costs will be \$2.10 for the full annual report, or 30 cents for any part thereof.

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

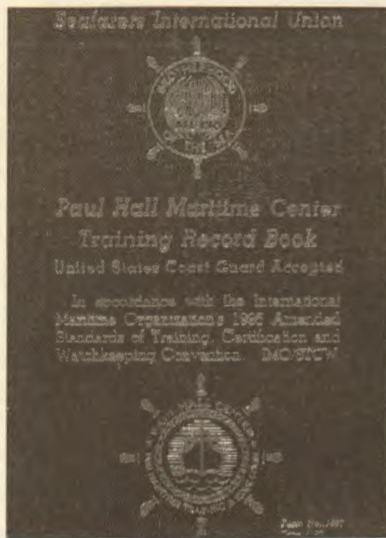
You also have the legally protected right to examine the annual report at the main office of the plan (Board of Trustees, Seafarers Pension Trust, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor (DOL) in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, N-5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Burial Service at Sea for Charter Member George Alexander

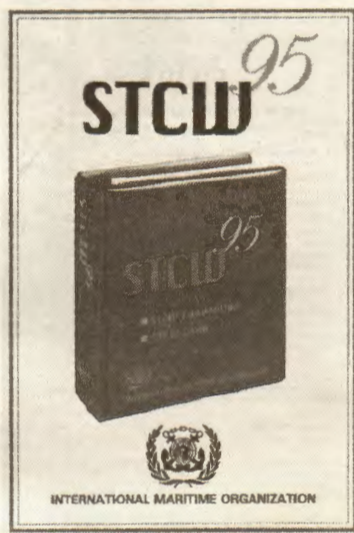
Following funeral services on the stern of the *ITB Jacksonville* on July 29, 1997, the ashes of 100-year-old Brother George Alexander were spread upon the seas in the direction of his native Dominica in the British West Indies. The place was marked with a wreath of flowers and three long blasts from the ship's whistle. Captain R. Fitzgerald led the ship's officers and crewmembers in the burial ceremony. Brother Alexander was a charter member of the SIU, having joined in 1938. He sailed aboard SIU-contracted vessels in the steward department. Brother Alexander's last assignment, before retiring on April 1, 1970, was as port steward for Calmar Lines. He served his country in both World War I and World War II, carrying supplies and ammunition aboard U.S.-flag merchant vessels to our troops overseas. Until his death on March 23, 1997, Alexander still visited the SIU hall in Brooklyn at least once a week.



LUNDEBERG SCHOOL COURSE GUIDE - 1998



The Paul Hall Center extensively has revamped its curriculum to help Seafarers comply with regulations stemming from the 1995 STCW amendments. The school also is issuing training records books (left) to help enable members to document their training and certification. As always, the center's Lundeberg School emphasizes hands-on experience, as shown in the damage control (above) and wire splicing (below) courses.



Demonstrating perhaps the most comprehensive example of how the Paul Hall Center for Maritime Training and Education (located in Piney Point, Md.) meets the industry's constantly changing needs, the facility in 1998 will offer a significantly updated curriculum.

With many provisions of the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW) taking effect beginning in 1997 and continuing through the end of the phase-in period in 2002, the center's Harry Lundeberg School of Seamanship has established classes for Seafarers sailing the deck, engine and steward departments that will enable them to fully comply with STCW.

There is consensus throughout the United States-flag maritime industry that the STCW amendments during the next few years will have an enormous impact on American merchant mariners. As its name indicates, the updated convention largely applies to schooling and documentation requirements. The resultant changes in international as well as domestic maritime laws already have placed new mandates on shipboard personnel, with many more to follow.

Mindful of these modifications, the Paul Hall Center has added new courses, restructured existing classes, and earned self-certification status from the U.S. Coast Guard to ensure that deep sea, inland and Great Lakes members return to their vessels with the most up-to-date information.

During 1997, the school helped develop the first U.S. Coast Guard-accepted training record book (TRB), a document intended for distribution to all SIU members. It primarily was produced to help standardize proof of documentation for port state control under both the International Safety Management Code (ISM) and the STCW convention and amendments.

Widely hailed by Seafarers who received their respective TRBs in 1997, the pocket-size book contains sections for listing a mariner's training as well as his or her demonstrations of various shipboard competencies.

Along with the book itself, the school also created a secure system for issuing and updating the TRBs.

Altogether, these factors indicate that the Paul Hall Center, which celebrated its 30th anniversary in 1997, will continue growing in importance to the careers of Seafarers.

Throughout these four pages, SIU members can get an overview of what courses the Lundeberg School offers and can plan for their educational needs in the upcoming year by using the schedule of classes. However, members should note that courses and class dates may change due to the manpower needs of SIU-contracted companies. Therefore, Seafarers should refer to the latest issue of the Seafarers LOG for the most up-to-date listing of classes.

The basic eligibility for SIU members who want to upgrade at Piney Point includes 120 days' seetime in the previous year, one day of seetime in the last six months prior to the date the class starts, a copy of their z-card (front and back), a copy of the identification page of their union book, plus any other course-specific requirements. If the course mandates a U.S. Coast Guard test to acquire the endorsement, the upgrader must meet all Coast Guard requirements prior to taking the class. (The Coast Guard is testing for fewer ratings these days, as such responsibility shifts to the training schools. However, the agency still administers some exams.) Some courses have other specific requirements which are printed in bold.

For more information about the Paul Hall Center or any of its courses, contact the Admissions Office, Paul Hall Center for Maritime Training and Education, P.O. Box 75, Piney Point, MD 20674-0075 or call (301) 994-0010.

DECK DEPARTMENT COURSES

❖ Able Seaman

This six-week course leads to endorsement as an able seaman (AB). It consists of hands-on training and classroom work covering deck seamanship, rules of the road, marlinespike seamanship, helmsmanship, cargo handling, safety, firefighting, emergency procedures, first aid, anchoring and mooring, and aids to navigation.

Students must have a lifeboat endorsement in order to take the AB course. Students completing the AB course must attend the Government Vessels course immediately afterward. (This course is limited to 25 students maximum.)

❖ Lifeboat/Water Survival

Students in this two-week course can earn lifeboat certification at the end of the class. Featuring a mix of practical training and classroom instruction, the course covers emergency drills, lifeboat construction, lifeboat launching and recovery, life raft construction, life raft launching and maintenance, and use of all lifeboat and life raft equipment.

Additionally, students learn practical survival methods and the use of emergency radio and distress signals.

A minimum of three hours per day is spent outdoors in lifeboats conducting practical exercises such as rowing/coxswain training and davit operations. (This course is limited to 25 students maximum.)

❖ Celestial Navigation

The six-week course covers the areas of celestial navigation required for licensing as a second or third mate unlimited and for all limited licenses. Students are instructed in latitude observations by sun and Polaris, running fixes by sun, stars and planets, compass error by amplitude and azimuth, star identification, and care and use of the sextant.

❖ Bridge Management

The U.S. Coast Guard-approved shiphandling simulator course provides realistic bridge watchstanding training for deck personnel aboard both deep sea and inland vessels.

Successful completion of this two-week course is accepted as Coast Guard credit for 60 days of

seetime on vessels of unlimited tonnage.

Special areas of skills development include general shiphandling and helmsmanship, river and channel transits, entering and departing various ports, coastal navigation, U.S. Navy-related operations such as convoy and underway replenishment, hawser towing, pushboat towing and emergency shiphandling.

Students must have a valid radar certificate to enroll.

❖ Radar Observer/Unlimited

The eight-day radar observer/unlimited class leads to a radar observer endorsement that is good on vessels of any tonnage.

Approved by the U.S. Coast Guard, the course features hands-on training and classroom work, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercise.

Students operate modern audio-visual and radar simulation gear, as well as the full shiphandling simulator, as they practice controlling and maneuvering a vessel, plotting courses and safely guiding a ship without jeopardizing the safety of other vessels. Also included are practical exercises and lectures covering inland waterway and river navigation and piloting.

❖ Third Mate

Upgraders in the third mate course will study all subject areas found on the U.S. Coast Guard license exam for third mate. The 14-week curriculum includes instruction in all areas of terrestrial and celestial navigation, deck seamanship, rules of the road, shipbuilding, ship stability, cargo handling, federal regulations, watchkeeping, ship maneuvering, construction and stability.

❖ ARPA—Automatic Radar Plotting Aids

This course of instruction incorporates the use of ARPA simulation equipment to operate, observe and utilize the radar plotting aids. Students will gain an understanding of the limitations of the aids as well as their performance factors, sensor inputs and malfunctions and will gain a knowledge of tracking capabilities, processing, operational warnings and target acquisition.

Students must have completed the Radar Observer course in order to enroll in this class.

STEWARD DEPARTMENT COURSES

❖ Unlicensed Apprentice Courses

Includes a 20-hour shipboard sanitation class and a 20-hour galley familiarization class. After students complete 90 days' seetime in the apprentice program, those who choose to sail in the steward department will return to the school for a four-week galley operations class. Galley operations features a pair of two-week modules.

❖ Galley Operations

Members must have 240 days' seetime to enroll after completing the unlicensed apprentice program. Non-graduates must have 365 days' seetime as an SA to enroll. The course consists of two, two-week modules (for a total of four weeks). Each module includes 35 hours, with additional time participating in the school's galley operations.

❖ Certified Chief Cook

Members must have 180 days' seetime after completing galley operations to enroll. The course consists of six, two-week modules that are stand-alone (for a total of 12 weeks). This structure allows eligible upgraders to enroll at the start of any module.

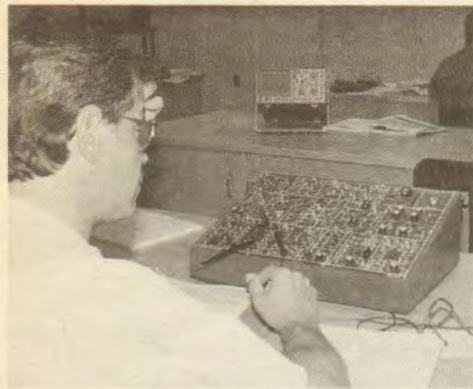
❖ Advanced Galley Operations

Members must have 180 days' seetime after completing certified chief cook to enroll. The course consists of four one-week modules (for a total of four weeks).

❖ Chief Steward

Members must have 180 days' seetime after completing advanced galley operations to enroll. This is a 12-week class.

ENGINE DEPARTMENT COURSES



Marine electrical maintenance is one of many courses offered in the engine department curriculum at the Lundeberg School. This class provides basic and specialized skills for shipboard electricians.

Many engine department courses have pre-requisites. For example, to be accepted for Advanced Refrigeration/Containers, you must have successfully completed Marine Electrical Maintenance I (MEM I) and Refrigeration System Maintenance and Operations.

Mandatory courses are MEM I, Power Plant Maintenance and Diesel Technology.

❖ Fireman/Watertender and Oiler

This year, SHLSS offers a four-week FOWT test preparation course leading to the endorsement as fireman/watertender and oiler. Topics covered include the parts of a boiler, engineroom equipment, engineroom procedures, operating auxiliary equipment, watchstanding, starting and securing main engines, steam and water cycle, fuel oil and lube oil systems, diesel engines, refrigeration systems and auxiliary machinery.

The class prepares students for U.S. Coast Guard general safety, oiler and fireman/watertender tests.

Students completing the FOWT course must attend the Government Vessels course immediately afterward.

❖ QMED-Any Rating

The curriculum for certification and endorsement as a Qualified Member of the Engine Department (QMED)-Any Rating consists of a 12-week course leading to the following ratings: pumpman, refrigeration engineer, electrician, machinist, deck engineer and junior engineer.

The course of instruction prepares the student to test for the U.S. Coast Guard exams in each of these ratings and includes classroom and practical training.

QMED Classification Steps

4th Class QMED - SHLSS QMED-Any Rating certificate or USCG QMED-Any Rating

3rd Class QMED - QMED-Any Rating successfully completing one mandatory and one or more elective courses

2nd Class QMED - QMED-Any Rating successfully completing two mandatory and two or more elective courses

1st Class QMED - QMED-Any Rating successfully completing all mandatory courses and three or more elective courses.

No more than two engine department courses can be taken per stay at the school.

Any member with an engineer's license will be classified as a 4th Class QMED.

❖ Power Plant Maintenance

The majority of this six-week course features hands-on training, covering a variety of topics. Some classroom work also is included. Subjects include pipefitting, thermal insulation, valve repair, pump repair/overhaul, hydraulic system repair, drilling/machine thread fabrication, use of various epoxies and similar compounds for emergency and temporary repairs, maintenance of power transmission equipment (such as flexible couplings), use of proper oils and greases for bearing maintenance and lubrication, reconditioning shell and tube heat exchangers, centrifugal lube oil/fuel oil purifier maintenance, and removal of heavy equipment in the engineroom.

Course entry requirement is QMED-Any Rating.A

❖ Marine Electrical Maintenance I

The six-week course of instruction leading to certification in Marine Electrical Maintenance I consists of practical training and classroom instruction aimed at providing the basic skills required of shipboard electricians. The range of topics includes basic electrical theory, DC and AC circuits, electrical safety, electrical test equipment and troubleshooting, electrical protective and switching devices, electrical wiring diagrams and schematics, control and power circuits, batteries, AC generation and distribution equipment, transformers, lighting systems and fixtures, galley and miscellaneous heating equipment, single-speed AC motors and across-the-line starters, and wiring techniques.

Course entry requirement is QMED-Any Rating.

❖ Marine Electrical Maintenance II

Aimed at providing the more advanced skills required of the shipboard electrician, this six-week course features hands-on training and classroom instruction and leads to certification in Marine Electrical Maintenance II.

Among the subjects covered are interpretation of the National Electrical Code, specialized electrical test equipment, advanced application of circuit protection and switching devices, relay logic, complex control circuits, DC and AC generators, voltage regulators, electrical distribution hardware, DC motors and controllers, AC motors and controllers, deck machinery, motor generator sets, converters, inverters and rectifiers, electric propulsion systems and interior communications systems.

Also, the course will include an introduction to solid state electronic controls and their applications, and the general maintenance responsibilities of the electrician, as well as troubleshooting and repair.

Course entry requirement is Marine Electrical Maintenance I.

❖ Diesel Engine Technology

This four-week course, leading to certification in diesel engine technology, consists of classroom instruction and hands-on training. Topics of instruction include diesel engine theory; two- and four-stroke cycle operating principles; and the construction, operation, maintenance, repair and troubleshooting of low-, medium- and high-speed diesel engines.

Also covered are associated auxiliaries including intake and exhaust systems, lubrication and cooling systems, and fuel injection and starting systems.

Students receive practical training in the operation and repair of diesel engines on board school training vessels.

Course entry requirements are QMED-Any Rating or equivalent inland experience.

❖ Hydraulics

The curriculum in the four-week hydraulics course blends practical training with classroom work. Fluids, actuators, control devices, pumps, reservoirs, symbols and hydraulic systems in marine equipment are among the subjects covered in this class. Also addressed are principles of electrical control of hydraulic systems, cargo winches, deck cranes, anchor windlasses, ships' steering systems, ramps, fire doors and a wide variety of other shipboard systems.

Upon completion of the course, a Lundeberg School certificate of graduation will be issued.

Course entry requirement is QMED-Any Rating.

❖ Basic Electronics

Designed to help Seafarers develop an understanding of what goes on inside the electronic boxes found aboard ship, this four-week course covers principles of analog electronics, active devices and basic digital electronics. The student also will learn all aspects of circuit diagrams, and the instructor will work with each student individually to ensure a working knowledge of all shipboard

electronic devices.

❖ Marine Electronics Tech I

The marine electronics technician program is a four-week course. Topics included in the course are AC and DC circuits, active and passive components, amplifiers, power supplies, antenna systems, satellite and radar systems, microprocessor control systems, digital control systems and systems troubleshooting.

Course entry requirement is Basic Electronics.

❖ Pumproom Maintenance

Leading to certification in pumproom maintenance and operations, this four-week class includes hands-on training and classroom work. The curriculum consists of cargo properties and emergency procedures, operation and maintenance of valves and pumps, loading procedures, cargo pump operations, cargo measurement, discharging procedures, ballasting procedures, tank cleaning, inert gas systems and more.

Upon completion of the course, a Lundeberg School certificate of graduation will be issued.

In order to take this class, students must already have taken the Tanker Assistant DL (formerly Tanker Operation/Safety) course (described on next page) and be certified as a QMED-Any Rating or hold endorsement as a pumpman.

❖ Refrigeration System Maintenance and Operations

Now an elective, this six-week class blends practical and classroom instruction leading to certification in refrigeration system maintenance and operations. Among the topics covered are theory of mechanical refrigeration, major system components, accessories, cycle controls, refrigerants and oils, and applied electricity.

Standard service techniques are emphasized, such as the operation, troubleshooting and maintenance of ships' stores plants, air conditioning plants, cargo ventilation and dehumidifying equipment, as well as pantry refrigerators, water coolers and ice machines.

Hands-on shop training includes the complete fabrication of a working refrig-

eration system from basic system components. An introduction to refrigerated container units also is presented.

Students must be certified as QMED-Any Rating or have equivalent inland experience or hold Coast Guard endorsements as refrigeration engineer and electrician in order to enroll for this course.

❖ Refrigerated Containers

This four-week course leads to certification in refrigerated containers maintenance and consists of both classroom and practical shop training. The training experience enables students to assume the duties of a maintenance electrician on board ships carrying refrigerated containers.

Students receive training in all phases of refrigerated container unit operation, maintenance, repair and troubleshooting. This includes the various types of engines, refrigeration and electrical systems.

The course is designed to help students develop a systematic approach to troubleshooting, as well as to acquaint them with specific maintenance procedures.

Course entry requirements are Marine Electrical Maintenance I and the basic Refrigeration System course.

❖ Welding

Classroom instruction and on-the-job training comprise this four-week course, which features practical training in electric arc welding and cutting and oxy-acetylene brazing, welding and cutting. Upon completion of the course, a Lundeberg School certificate of graduation will be issued.

❖ Third Assistant Engineer

The course of instruction leading to licensing as a third assistant engineer consists of classroom instruction in such topics as diesel propulsion plants, steam propulsion plants, engineering safety, auxiliary engines and diesels, water systems, electricity generating plants, electrical distribution and electrical devices. The 12-week course, which meets U.S. Coast Guard requirements for licensing, also includes steam turbines, refrigeration, heating and air conditioning and auxiliary systems.

INLAND DEPARTMENT COURSES

❖ Radar Observer/Inland

This one-week radar observer class leads to a radar observer endorsement that is good on vessels of any tonnage.

Approved by the U.S. Coast Guard, the course features hands-on training and classroom work, including radar theory, observation, operation and use, interpretation and plotting, advanced radar plotting, collision avoidance and navigational exercises.

Students operate modern audio-visual and radar simulation gear, as well as the full shiphandling simulator, as they practice controlling and maneuvering a vessel, plotting courses and safely guiding a ship without jeopardizing the safety of other vessels. Also included are practical exercises and lectures covering inland, waterway and river navigation and piloting.

❖ Engineroom Familiarization

Designed for prospective tugboat engineers, this two-week class provides instruction in the following areas: engineroom safety, engineering plant nomenclature, piping system hardware, a functional description of main propulsion and auxiliary machinery and associated piping systems, plant operations and watchkeeping, and safe handling of fuels and oil spill prevention.

❖ Engineroom Operations & Maintenance

This course is designed for inland personnel with intermediate skills to prepare assistant engineers for all phases of

engineroom operations and routine maintenance. Additionally, the two-week curriculum prepares students to assume the duties of the chief engineer.

❖ Engineroom Troubleshooting & Casualty Control

This two-week course is an advanced skills program designed to upgrade the skills of the chief engineer for handling emergencies and non-routine operating conditions.

❖ Tankerman (PIC) Barge

This six-day course leads to the endorsement as tankerman (PIC) barge. The object of this course is to provide the knowledge and skills associated with tank barge operations and to supervise the safe and pollution-free transfer of dangerous liquids. (This course is limited to 25 students maximum.)

❖ Limited License/License Prep

Aimed at preparing students to test for any limited tonnage license, this eight-week course consists of classroom instruction in all areas of terrestrial navigation, deck seamanship, rules of the road, shipbuilding, ship stability, cargo handling, federal regulations, first aid, CPR and firefighting.

Students must have an AB endorsement and 540 days of seetime on an SIU-contracted vessel OR equivalent inland experience in order to take the limited license/license prep exam.

ALL DEPARTMENTS: UPGRADING AND SPECIALTY COURSES

All students attending upgrading programs at the Paul Hall Center participate in certain courses as part of their regularly scheduled program. Government vessels course, physical fitness, first aid and CPR, industrial relations and firefighting either are required or may be taken as elective courses by upgraders in all departments.

❖ Government Vessels Course

As part of its ongoing goal of providing the best possible training for Seafarers while staying a step ahead of



Upon completion of the basic firefighting course, students receive a certificate of graduation from the Lundeberg School.

the industry's needs, this three-week class is open to Seafarers sailing in any department.

The course is structured as three one-week, stand-alone modules. The modules may be taken in any order.

Included in the first week are an introduction to the U.S. Military Sealift Command and military vessels, damage control and hazardous materials training.

The second week features forklift operations, underway replenishment and vertical replenishment.

Cargo-handling and crane operations are included in the third week.

(This course is required of students attending AB or FOWT courses.)

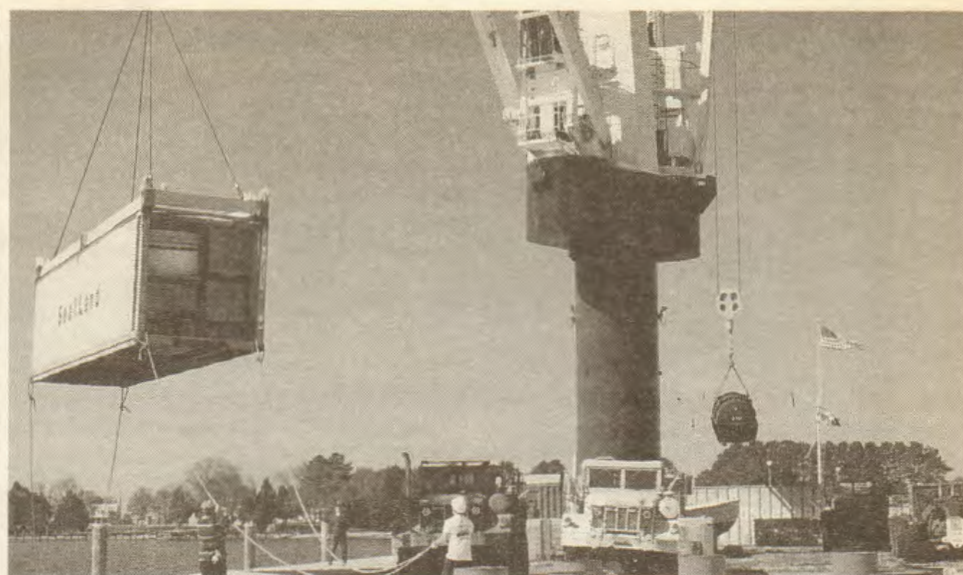
❖ Oil Spill Prevention and Containment

This one-week course consists of classroom and practical training exercises. Topics of instruction include types of oil and petroleum products and their behavior on water, pollution prevention regulations, hazardous materials training, spill prevention, and small boat operations. Students also receive instruction in spill containment booms and boom towing configurations and anchoring operations.

Also covered are selection of absorbents, suction equipment and skimmers and their proper use.

❖ Hazmat Recertification

Available for personnel who have



Cargo-handling and crane operations are covered in one week of the three-week government vessels course, open to Seafarers sailing in any department.

completed 40- or 24-hour hazardous materials (hazmat) courses and who must be annually recertified, this one-day class includes a regulatory overview of Occupational Safety and Health Act (OSHA) requirements, as well as reviews of toxicology terminology, medical monitoring instruments and techniques, site-control and emergency preparedness, proper use of respiratory protection and monitoring equipment and new technology.

❖ First Aid and CPR

Students in this three-day class learn the principles and techniques of safety and basic first aid, as well as cardiopulmonary resuscitation (CPR) according to the accepted standards of the American Red Cross. After successful completion of each phase of this course, students are awarded a certificate from the American Red Cross.

❖ Basic Firefighting

The one-week basic firefighting course provides students with general knowledge of the chemistry of fire, firefighting equipment and materials and techniques for using them safely. Students receive 20 hours of classroom training and 10 hours of practical training.

Upon successful completion of the course, students receive a U.S. Coast Guard-recognized certificate of graduation from the Lundeberg School.

❖ Advanced Firefighting

During this two-week course, students learn how to blueprint a vessel and organize emergency squads for firefighting. The class covers how to give concise orders using the different types of communications with crewmembers and land-based fire units, leadership roles and responsibilities, documentation of crew training, and emergency squad organizing.

Students also study how to inspect and service various shipboard fire extinguishing equipment before going through shipboard simulations and actual firefighting drills.

❖ Industrial Relations

While attending upgrading courses at the Lundeberg School, all SIU members attend industrial relations courses for one week.

Seafarers learn about the maritime industry and the role of U.S. shipping in the economy and in times of crisis. Also, participants review the role of the SIU within the industry and the rights of Seafarers as outlined by the SIU constitution. Students gain an understanding of the various laws and legislative programs which promote a U.S.-flag merchant marine.

Courses also are conducted to provide Seafarers with full information on the many benefit plans available to qualify-

ing members through the union's collective bargaining agreements.

❖ General Physical Fitness

The U.S. Coast Guard places certain physical requirements on all mariners. To ensure the U.S.-flag fleet has physically fit crewmembers, the SIU encourages Seafarers to exercise properly.

At the Paul Hall Center, workout programs are individually designed to meet the needs of the student. Students may participate in free weight, Nautilus or Universal weight training, which can be used to gain, lose or maintain body weight. Aerobic and swimming programs also are available.

❖ Tanker Familiarization/ Assistant Cargo (DL)

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ALL DEPARTMENTS: UPGRADING AND SPECIALTY COURSES

All students attending upgrading programs at the Paul Hall Center participate in certain courses as part of their regularly scheduled program. Government vessels course, physical fitness, first aid and CPR, industrial relations and firefighting either are required or may be taken as elective courses by upgraders in all departments.

❖ Government Vessels Course

As part of its ongoing goal of providing the best possible training for Seafarers while staying a step ahead of



Upon completion of the basic firefighting course, students receive a certificate of graduation from the Lundeberg School.

the industry's needs, this three-week class is open to Seafarers sailing in any department.

The course is structured as three one-week, stand-alone modules. The modules may be taken in any order.

Included in the first week are an introduction to the U.S. Military Sealift Command and military vessels, damage control and hazardous materials training.

The second week features forklift operations, underway replenishment and vertical replenishment.

Cargo-handling and crane operations are included in the third week.

(This course is required of students attending AB or FOWT courses.)

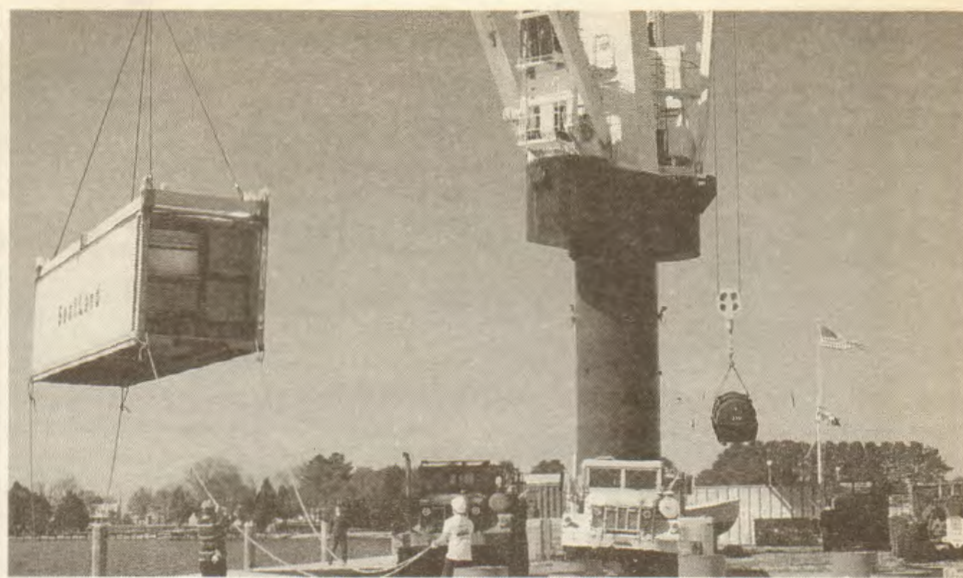
❖ Oil Spill Prevention and Containment

This one-week course consists of classroom and practical training exercises. Topics of instruction include types of oil and petroleum products and their behavior on water, pollution prevention regulations, hazardous materials training, spill prevention, and small boat operations. Students also receive instruction in spill containment booms and boom towing configurations and anchoring operations.

Also covered are selection of absorbents, suction equipment and skimmers and their proper use.

❖ Hazmat Recertification

Available for personnel who have



Cargo-handling and crane operations are covered in one week of the three-week government vessels course, open to Seafarers sailing in any department.

completed 40- or 24-hour hazardous materials (hazmat) courses and who must be annually recertified, this one-day class includes a regulatory overview of Occupational Safety and Health Act (OSHA) requirements, as well as reviews of toxicology terminology, medical monitoring instruments and techniques, site-control and emergency preparedness, proper use of respiratory protection and monitoring equipment and new technology.

❖ First Aid and CPR

Students in this three-day class learn the principles and techniques of safety and basic first aid, as well as cardiopulmonary resuscitation (CPR) according to the accepted standards of the American Red Cross. After successful completion of each phase of this course, students are awarded a certificate from the American Red Cross.

❖ Basic Firefighting

The one-week basic firefighting course provides students with general knowledge of the chemistry of fire, firefighting equipment and materials and techniques for using them safely. Students receive 20 hours of classroom training and 10 hours of practical training.

Upon successful completion of the course, students receive a U.S. Coast Guard-recognized certificate of graduation from the Lundeberg School.

❖ Advanced Firefighting

During this two-week course, students learn how to blueprint a vessel and organize emergency squads for firefighting. The class covers how to give concise orders using the different types of communications with crewmembers and land-based fire units, leadership roles and responsibilities, documentation of crew training, and emergency squad organizing.

Students also study how to inspect and service various shipboard fire extinguishing equipment before going through shipboard simulations and actual firefighting drills.

❖ Industrial Relations

While attending upgrading courses at the Lundeberg School, all SIU members attend industrial relations courses for one week.

Seafarers learn about the maritime industry and the role of U.S. shipping in the economy and in times of crisis. Also, participants review the role of the SIU within the industry and the rights of Seafarers as outlined by the SIU constitution. Students gain an understanding of the various laws and legislative programs which promote a U.S.-flag merchant marine.

Courses also are conducted to provide Seafarers with full information on the many benefit plans available to qualify-

ing members through the union's collective bargaining agreements.

❖ General Physical Fitness

The U.S. Coast Guard places certain physical requirements on all mariners. To ensure the U.S.-flag fleet has physically fit crewmembers, the SIU encourages Seafarers to exercise properly.

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HOLIDAY GREETINGS



THE HOLIDAY GREETINGS APPEARING ON THIS PAGE AND THE FOLLOWING THREE PAGES WERE WRITTEN BY SEAFARERS, PENSIONERS, FRIENDS AND FAMILY MEMBERS. THEY ARE LISTED IN ALPHABETICAL ORDER BY THE NAME OF THE INDIVIDUAL SENDING THE MESSAGE. THE SEAFARERS LOG JOINS WITH THOSE APPEARING BELOW IN EXTENDING SEASON'S GREETINGS TO ALL SEAFARERS AND THEIR FAMILIES.



To Pernell "Pie Man" Cook
Happy holidays, honey. We love and miss you more with each passing day. And we thank God for the true holiday spirit of love and peace we share in our hearts even when you are far away. We love you always.
*Pat Cook and triplets
Pernell Jr., Lovell and Racquell*

To all who represent our union
Merry Christmas and a very Happy New Year.
*Clarence and Charlotte Cousins
and family*

To all my brothers at sea and their families
Happy holidays.
James L. Deano Jr.

To all members of the SIU
May everyone have the happiest of holidays, smooth sailing, and a safe and prosperous 1998.
*The Dickson family - Steve, Sheri,
Melissa, Ben and Jason*

To the faculty and staff of HLSS
Thanks for providing such a valuable service to the members of the SIU. The time I spent with you this last summer was most rewarding. Merry Christmas and a Happy New Year to all.
Steven M. Dickson

To the port of Norfolk
Christmas greetings and happy holidays to Jim, Pat, Sal and Sheri.
William S. Dize Jr.

To my beautiful daughters, Paula Andrea and Paulette
I've got a surprise for both of you. Dreams are getting closer to becoming reality. I love you both more than yesterday but less than tomorrow.
Dad (Luis Escobar)

To all my friends
I miss you all. We are thousands of miles away on different ship and seas, but my heart is with you during this holiday season. Miss you all,
Luis Escobar

To all staff and teachers at the Lundeberg School
Happy holidays! Thanks for leading me to where I am now, through all my upgrading years. I wish every Seafarer would do the same. It pays off, believe me!
Luis Escobar

To Mike Briscoe
Ho, ho, ho and a pleasant Hawaiian Mele Kalikimaka to you. Miss you, Bruddah Mikey. Why don't you send us some pictures? Write to us!
Shelly Forsman

A

To Lito G. Acosta
Dearest Lito, This will be my happiest holiday because we will spend it together. Thank you for all your love and support. Merry Christmas and a prosperous new year. Happy anniversary, too. Love,
Minda (Luzuminda V. Acosta)

To Helen and Mike
Merry Christmas and a Happy New Year.
Nick Andrews

To my son, Dominique, my mother and father and all my family back in Africa
Happy holidays.
Santos Antonio

To Calogero Farruggia
May you have the best of the holidays. Salute.
Sal Aquia and family

To Nick Celona
Happy holidays to you and your family. Salute.
Sal Aquia and family

To Alioto's Restaurant, San Francisco
Nunzio, Buon natale a te e tutta la tua famiglia. Salute.
Sal Aquia and family

To my wife, Gerri; my son, Nigel; my daughter, Angelina; my family in the U.S. and in Africa; and all my fellow SIU brothers at sea and on land.
Happy New Year!
Gabriel Arhin

To "all Uso" at sea
Manuia le kerisimasi ma le tausaga fou! And Good luck!
Emo. Aulelava

To Mark, Luke, Dan, Eddie, Posini and Pati
What's up Uso? Mele Kalikimaka and Happy New Year. God bless and take care.
Emo. Aulelava

To all Midland crew dispatchers in Cincinnati and to Becky Sleeper
A very warm holiday greeting.
C.O. (Cricket) Avery Sr.

To David House
We miss you on the river, but we wish you the best of luck and smooth sailing. Happy holidays!
*Nancy Avery
and all your Orgulf friends*

To George Tricker
The Orgulf team wants to wish you happy holidays. May your new year be as prosperous as you've helped make ours.
*Nancy Avery, Marty,
Zolly, Ted and Paul*

To Johnny Russell
Your friend in Cajun country would like to wish you "Joyeaux Noel, bonne et heureuse annee."
"Toots" (Nancy Avery)

B

To Martina and Patrick
Feliz Navidad to my dear son, Patrick Gabriel, and his stouthearted mother, Martina Gutierrez, my faithful companion and wife.
Patrick Behan

To Geronimo Rawlings and family
Hope that you and your family have a happy and safe holiday. I miss talking with you. Hope to see or hear from you soon.
Marsha A. Blackwell

To Kenneth Greenidge
Hope you have a happy and safe holiday. We'll be thinking of you, and we miss you. Your friends,
Marsha Blackwell and Marie Cook

To all our friends in the SIU
Wishing you all God's speed in the coming year and a Merry Christmas.
Frank and Cynthia Bolton



Gerry Borozan

To all SIU members, port agents and headquarters personnel
Remembering all mariners who cleared through the Chicago hiring hall during 1962-1982 when the Great Lakes was plenty busy! Happy holidays and stay well!
Gerry Borozan

To Rodney Pence
Merry Christmas and Happy New Year from the only one left in the old neighborhood.
David H. Burkett

To Sharon Ortiz
Happy holidays to you and your family. Please write me c/o of the Seafarers Hall in San Francisco. I love you,
Fred (Forrest Burris)

To Rodney Pence
Dear Uncle Rodney - We want to wish you a very Merry Christmas and a Happy New Year. We miss you. Love,
Davy, Sabrina and April Butler

C

To William G. Rackley
Bill, Vilma and Tommy Lee hope that this Christmas is a merry one and a year that will bring good health and happiness to all of you. Your loving family,
*Charlotte E. Canlon (mom) and
Beverly, Mary Lee, Bruce and Bobby*

To Eric Bradshaw
Happy holidays. Get ahold of me when you get a chance. You have the number.
Patrick Carroll

To all Seafarers and their families
Happy holidays and a great '98 to all Seafarers at sea. Or if you're lucky enough to be at home with your families, smooth sailing.
Tillman Churchman

To John Williamson
Happy holidays and congratulations on your retirement. May the good Lord bless you with many happy and healthy retirement years. Your friend and shipmate,
Tillman Churchman

To all active and retired Seafarers
I wish you a Merry Christmas and a Happy New Year.
Willie Cichocke

To all my friends in the port of Houston
A very Merry Christmas and a great and prosperous new year.
John Morris Clarke

To Charlie Donley
Have a great holiday! Hope to see you in the new year. Besides, we have something to settle! Love you, honey!
Joan Clements

To David Vega
Have a wonderful Christmas! If our paths never cross again, it was real. Wishing you and yours the best!
Joan Clements

To Van, Rodd, Nita, Tiff Coleman
Miss all of you. Have a Merry Xmas and a Happy New Year. Love to you all and the rest of the family.
Roderick Coleman

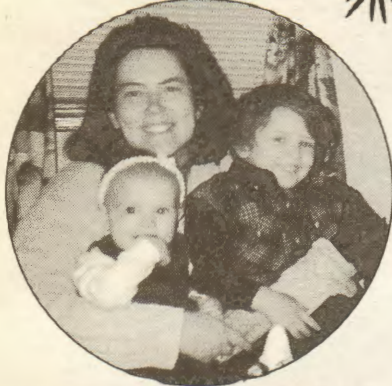
To Michael Caruba
Hope that you have a very happy and prosperous Christmas and New Year. Your friend,
Marie Cook

To officers and members of the SIU

Happy holidays and have a very good new year. Fraternaly,
Kermet Mangram and family

To Rodney James Pence

Have a blessed holiday wherever you are. Remember the true meaning of Christmas. I love you very much. Love,
Aunt Ruby and Uncle Pete (Martin)



Liz, Christian and Caitlyn McAtee

To James McAtee

Merry Christmas, Daddy! We miss you and can't wait to see you! We love you!
Liz-beth, Christian and Caitlyn (McAtee)

To J.J. and Norma McGee

Happy holidays to you and the family. Hope to be home in 1999. Also, to the SIU and the LOG, happy holidays to you all. Thanks,
Tim Bo McGee

To Cindy Doran

Merry Christmas and Happy New Year. Love,
Tom (McNellis)

To Doris O'Brien

Merry Christmas and Happy New Year. Love always,
Tom (McNellis) and Frank

To Kathy Parent

Merry Christmas and Happy New Year.
Mac (Tom McNellis)

To Buck Mercer, Jim Miller, David Regen

Merry Xmas and Happy New Year.
Edward Merchant

To dinner room personnel on the S.S. Independence

With Christmas greetings and best wishes for the new year to all of you.
Nando Mesa

To Dino Ornellas

May the joy, peace and love of these days go with you throughout the new year. Have a happy holiday.
Fernando Mesa

To Gina Lightfoot

To the best cook of the year - with Christmas greetings and best wishes for the new year. Have a happy holiday.
Fernando Mesa

To Hattie Caldwell, SIU officials and Delores Washington

Season's greetings and a prosperous new year to all.
A. Minors

To Stephen E. Stukes, Aunt Sina and Mr. and Mrs. J. Stukes

Merry Christmas and God bless. And to my nephew, Stephen, aboard ship in Europe, a special holiday greeting.
A Minors

To the Seafarers LOG

Greetings to the staff of the LOG. God bless you all. Thanks for a job well done.
A. Minors

To Donna DeCesare, Ruti DeMont

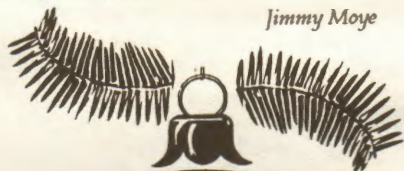
Season's greetings! Miss talking to you. Have a wonderful holiday. Give us a call sometime.
Susan and Sonny Moe

To Chelita, Alicia, Chachi and family and all friends at sea and ashore

Merry Xmas and a Happy New year. God bless you all. Amen.
Carlos Mojica

To all of my MC&S-SIU shipmates

Wishing you all a Happy New Year and a very Merry Christmas.
Jimmy Moe



Eva Myers and Muffin

To Joyce Myers and family

May you have a peaceful Christmas. I'll be home soon! I love you all.
Eva Marie Myers

N

To Seafarers staff and members

Merry Christmas. I'm 95 years old on Christmas day. I remember my first trip in 1924 and my last one in 1969. What a difference the SIU made in our lives. Love to you all,
C.L. (Nick) Nickerson

To my son, Little Louis, my mother and everyone else

Happy holidays!
Louis Nickerson

To Ms. Olive Stewart

Happy holidays, baby girl! We sure had lots of fun on the *American Queen*. May 1998 bring you all your heart's desires. I love you always,
Gregory-Laurence Noble

O

To all Seafarers

May you all be in good health and the best of spirits and have good sailing in the new year. A very Merry Christmas and a happy and prosperous new year.
Mike and Patti O'Connell

To Belle Orscheln

I just wanted to write and let you know that I'm missing you. I hope to be home for the holidays next year. Love,
Eric (Orscheln)



Floyd, Ruby Lee and Joe Pence

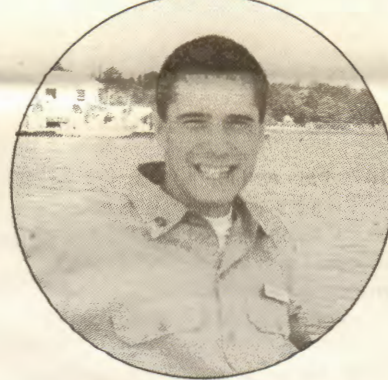
To Walter W. Oswald

Merry Christmas and Happy New Year. We both miss you. Hope to see you during the holidays. Love,
Mom and Mike (Oswald)

To all the Deeters

Happy holidays to all of you. Hope everyone is doing OK, especially Sandra. Mike and I really miss you. See you during the holidays. Love,
Ann (Oswald)

P



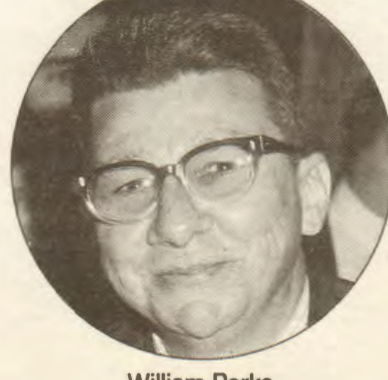
Dan Pappas

To the whole family

Have a Merry Christmas and a Happy New Year. I love you all and I'll see you soon. Love,
Daniel Pappas

To my sisters, Gloria Payne and Yama Fennick

Happy holidays to both of you.
Oren C. Parker



William Parks

To Gene LaChapelle and our union leaders

I wish everyone the best of Christmases and a happy 1998.
William Parks

To Rodney James Pence

Happy holidays, Rodney. We love you and are thinking of you. Keeping you in our prayers. Thought you would

enjoy this photo of Floyd Pence, Aunt Ruby and Brother Joe. Love,
Dovie and Paul Postel

R

To Mom, Marylee, Bruce, Bob, Beverly and Aunt Florence

From across the ocean here in the Philippines, I would like to wish my family a Merry Christmas and a Happy, Healthy New Year.
Bill, Vilma and Tommy Lee Rackley

To Grandmas Charlotte and Rosalina

I would like to wish both my grandmas on both sides of the world a Merry Christmas and a Happy New Year in 1998.
Tommy Lee Rackley



Vilma and Tommy Rackley

To Vilma and Tommy Lee Rackley

I would like to wish my beautiful wife, along with the sunshine of my life, my son, a Merry Christmas and a Happy New Year.
William G. Rackley

To Vince Coss and family, George McCartney, Nick Celona and Mary

We wish you a very, very Merry Christmas and a very joyful coming year.
Andrew H. Reasko and wife, Sun Yi

To all our seafaring friends, past and present

Wishing you all a very merry holiday season and a happy and prosperous new year in '98. Love,
Roger and Antoinette Reinke



Jack Leighton Rugh

To Seafarers LOG, communications staff

Heartfelt holidays greetings, with gratitude to the *Seafarers LOG* for keeping me on the mailing list of this great informative union publication since my retirement in 1970!

Jack Leighton Rugh

To Phillip Yaros

Hi Dad/Pop-Pop. We love you! Merry Christmas and Happy New Year. Can't wait to see you. Have fun if you can!

The Runyons - Terry, Ed and boys

To Tom Kasey

Merry Christmas to a great shipmate and a true friend.

Jay Russell

To Carlos Dominguez (Ace)

Best wishes to your family. You are truly my brother of the sea.

Jay Russell

To Bill Hamilton

Merry Christmas to a wonderful shipmate and great shark killer. "Now ya done it."

Jay Russell

To Michael Watts

Merry Christmas. Smooth sailing and remember Mombasa!

John Russell

To Joe Cornwell

Merry Christmas to a great shipmate and friend. I miss you a lot.

John Russell

To Jim Hailstone (the Aurora Kid)

Merry Christmas to a good friend. Remember Virginia (Mombasa).

John Russell

To Nancy Avery

Happy holidays and a prosperous and happy new year. Thank you for all of your help explaining our new contract to us.

Johnny Russell

To all newly retired Orgulf cooks

May your holiday season be happy and the coming years be pleasant. Although you are gone from the ranks, you are not forgotten. Happy holidays,

Johnny Russell

S

To the Seafarers LOG

I wish to thank you for an outstanding job of journalism. I read every issue of the *LOG*

and love to hear what my brothers are doing. I especially like hearing of the legislative battles our political staff must endure. In my spare time on the boat, I composed a little Christmas poem. It's a thought I think we all can relate to. As we approach another year, let us reflect upon our blessings for we sometimes take them for granted.

We are so very fortunate to live in America, Enjoying privileges so unique. And let us also remember Those in other lands Who go to any means To share our rights. So, let us begin the New Year By reaching out to others, By showing kindness. For this is a gesture which costs nothing, But comes back Throughout our lifetime!

Al Schmitt

To Tibby, Christian and Alice Scholer

Christmas greetings to my three favorite people. May the holidays be filled with joy and happiness for you all. Love,

Popi (N.T. Scholer)

To the Sea-Land Challenger crew

May your Christmas be merry and bright from the first thing in the morning to the last thing at night.

Herbert Lee Scyces Sr.

To Herbert Lee Scyces Jr.

Merry Christmas and a Happy New Year. Your family, Dad (Herbert Lee Scyces Sr.), Mom, Gail, Lan, Lance, Darrie Brandon, Tyra and Darron Sr.

To all active and retired Seafarers and union officials

Season's greetings and a salute to the best maritime union in the world.

Mr. and Mrs. Ricardo A. Siddons

To Becky Sleeper

You'll always be our special angel. Happiest of holidays to you and your family.

Martha Smith and the Orgulf crew - Nancy, Ted, Zolly and Paul

To Nancy, Lindsay, Mimi and Popa

Christmas time is here, but I will be at sea. So have a Merry Christmas and tell Santa not to forget about me. Love you all,

Daddy (Scott E. Speedy)

To all Seafarers

Happy holidays
Stephen Swinton and Matthew Bernies

T

To all office staff in Camp Springs and Piney Point

Happy holidays to all and keep up the good work. Your effort is truly appreciated.

Don Thornton

To all past and present upgraders at Piney Point

May you all have a very happy and merry Xmas. Hi guys!

Tom Tobias

U

To Rodney Pence

Enjoyed the family get-together. We're thinking of you. Season's greetings and happy holidays. See you soon. Love ya,

Lesley Underwood and family
(Carol, Christopher and L.J.)

To Bob Hall and the staff in Tacoma

Best wishes for the holidays.

Jack Utz

To all TOTE personnel

Season's greetings from *Ariang Express*.

Jack Utz

V

To Don, Lene, Ben, Tanielu, Mark, Luke, Eddie, Pati, Posini, Kalama and all the Uso

"Talofa" to all the Uso in the house. Manuia le kelimasi and Ma le tausaga fou. God bless.

Don Vavaoale

To Abdul, Ali Amin, Mo, Mohsen Mosa, Adam, Tofiq, Nagi and Omar

Merry Christmas, Happy New Year and Ramadan Karim Ona Hapek Kadir, "We will dwell in the House of the Lord together."

Stephanie Vogel

To Rodney Pence

Happy New Year and Merry Xmas. Don't take any wooden nickels. Be good.

Larry and Jeanette Voirin

W

To Mrs. Elvira O. Whiting and two kids

Best wishes for this coming holiday.

S.S. Whiting

To Ellie, Frank and Sarah Wilcox

Although I am sometimes away, I am always with you in my heart. I love you all. Merry Xmas.

Robert Wilcox

To Arnold Neff

Merry Xmas, Jr. I hope you have a prosperous new year. Take care of yourself.

Robert Wilcox

To Al Martinez

Happy holidays to you and your family from me and my family. Happy New Year.

Robert Wilcox

To Pamela J. Williams

Three years with you, honey, have been a loving gift for me. Have a happy and wonderful Kwanzaa. I'll always love you infinitely. Love, your husband,

Glenn Williams

To Glenn Williams

It has truly been a pleasure having you home for this unusual amount of time. I want to tell you how much I love and appreciate you. Happy Kwanzaa. Hugs and kisses from your wife,

Pam Williams

To the officers and crew aboard the SS Osprey

Season's greetings to all my old shipmates

Cadet Daniel Wooster,

To all SIU members

Season's greetings to you, May you find happiness in all you do. Can't you see You've brought good memories to me!

Dean R. Wooster

Y

To Phillip S. Yaros

Ho, Ho, Mrs. Pat Claus and Elf Marsha. Love you very much. And wish you and everyone a Merry Christmas. God bless you all. Love forever and always,

Pat and Marsha Yaros

To Michael Sacco, elected officers and staff

This is the season once again to wish all Seafarers of the SIU and their families a very Merry Christmas and a prosperous new year. May God love and be with you all at this Christmas and always. Peace,

Leon E. Yearwood

MISC.

To the staff members in the ports of Houston, Mobile and Jacksonville

Holiday greetings and good wishes for health, happiness, peace and love for you and yours.

Cille and Barbara
in the port of New Orleans

To all co-workers at headquarters

Love of one another, health and happiness and peace of mind for the holiday season and the new year.

Cille and Barbara
in the port of New Orleans

To Claims and Membership Services

Wishing our co-workers gifts of peace and good health for the holiday season and the new year through.

Cille and Barbara
in the port of New Orleans

To Clyde Smith

Merry Christmas "darling"!! Hope all your wishes come true and you have a happy new year. Love and miss you very much.

Mom

To Toni, Christina and Sean

God bless all of you. I miss you very much and love you all. Merry Christmas. Your loving dad,

Chris

To Roxanne Olson (den mother)

Ho! Ho! Ho! The season is here For the *Sentinel* family Who are so dear to wish you all a Merry Christmas and a Happy New Year.

Santa is on his way with the goodies! Keep a sharp lookout!

Captain, officers and crew
of the C.S. Global Sentinel

To Admissions, Piney Point

The port of Norfolk wishes everyone a Merry Christmas and a Happy New Year. Thank you for your help throughout the year.

Jim, Pat, Sal and Sheri



Jack Leighton Rugh

To Seafarers LOG, communications staff

Heartfelt holidays greetings, with gratitude to the *Seafarers LOG* for keeping me on the mailing list of this great informative union publication since my retirement in 1970!

Jack Leighton Rugh

To Phillip Yaros

Hi Dad/Pop-Pop. We love you! Merry Christmas and Happy New Year. Can't wait to see you. Have fun if you can!

The Runyons - Terry, Ed and boys

To Tom Kasey

Merry Christmas to a great shipmate and a true friend.

Jay Russell

To Carlos Dominguez (Ace)

Best wishes to your family. You are truly my brother of the sea.

Jay Russell

To Bill Hamilton

Merry Christmas to a wonderful shipmate and great shark killer. "Now ya done it."

Jay Russell

To Michael Watts

Merry Christmas. Smooth sailing and remember Mombasa!

John Russell

To Joe Cornwell

Merry Christmas to a great shipmate and friend. I miss you a lot.

John Russell

To Jim Hailstone (the Aurora Kid)

Merry Christmas to a good friend. Remember Virginia (Mombasa).

John Russell

To Nancy Avery

Happy holidays and a prosperous and happy new year. Thank you for all of your help explaining our new contract to us.

Johnny Russell

To all newly retired Orgulf cooks

May your holiday season be happy and the coming years be pleasant. Although you are gone from the ranks, you are not forgotten. Happy holidays,

Johnny Russell

S

To the Seafarers LOG

I wish to thank you for an outstanding job of journalism. I read every issue of the *LOG*

and love to hear what my brothers are doing. I especially like hearing of the legislative battles our political staff must endure. In my spare time on the boat, I composed a little Christmas poem. It's a thought I think we all can relate to. As we approach another year, let us reflect upon our blessings for we sometimes take them for granted.

We are so very fortunate to live in America, Enjoying privileges so unique. And let us also remember Those in other lands Who go to any means To share our rights. So, let us begin the New Year By reaching out to others, By showing kindness. For this is a gesture which costs nothing, But comes back Throughout our lifetime!

Al Schmitt

To Tibby, Christian and Alice Scholer

Christmas greetings to my three favorite people. May the holidays be filled with joy and happiness for you all. Love,

Popi (N.T. Scholer)

To the Sea-Land Challenger crew

May your Christmas be merry and bright from the first thing in the morning to the last thing at night.

Herbert Lee Scypes Sr.

To Herbert Lee Scypes Jr.

Merry Christmas and a Happy New Year. Your family, Dad (Herbert Lee Scypes Sr.), Mom, Gail, Lan, Lance, Darrin Brandon, Tyra and Darron Sr.

To all active and retired Seafarers and union officials

Season's greetings and a salute to the best maritime union in the world.

Mr. and Mrs. Ricardo A. Siddons

To Becky Sleeper

You'll always be our special angel. Happiest of holidays to you and your family.

Martha Smith and the Orgulf crew - Nancy, Ted, Zolly and Paul

To Nancy, Lindsay, Mimi and Papa

Christmas time is here, but I will be at sea. So have a Merry Christmas and tell Santa not to forget about me. Love you all,

Daddy (Scott E. Speedy)

To all Seafarers

Happy holidays
Stephen Swinton and Matthew Bernies

T

To all office staff in Camp Springs and Piney Point

Happy holidays to all and keep up the good work. Your effort is truly appreciated.

Don Thornton

To all past and present upgraders at Piney Point

May you all have a very happy and merry Xmas. Hi guys!

Tom Tobias

U

To Rodney Pence

Enjoyed the family get-together. We're thinking of you. Season's greetings and happy holidays. See you soon. Love ya,

Lesley Underwood and family
(Carol, Christopher and L.J.)

To Bob Hall and the staff in Tacoma

Best wishes for the holidays.

Jack Utz

To all TOTE personnel

Season's greetings from *Ariang Express*.

Jack Utz

V

To Don, Lene, Ben, Tanielu, Mark, Luke, Eddie, Pati, Posini, Kalama and all the Uso

"Talofa" to all the Uso in the house. Manuia le kelimasi and Ma le tausaga fou. God bless.

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Season's greetings to all my old shipmates

Cadet Daniel Wooster,

To all SIU members

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Dean R. Wooster

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To Phillip S. Yaros

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To Toni, Christina and Sean

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Chris

To Roxanne Olson (den mother)

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Captain, officers and crew
of the C.S. Global Sentinel

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Jim, Pat, Sal and Sheri

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.

CLEVELAND (Sealift Inc.), September 7—Chairman **David J. Garoutte**, Secretary **Miguel E. Vinca**, Educational Director **Dale D. Dewolf**, Deck Delegate **Keith W. Finnerty**, Engine Delegate **Davon McMillan**, Steward Delegate **Kimberly Vaughan**. Chairman informed crew ship is scheduled to unload cargo in four north-west African ports: Abijan and Daloa on the Ivory Coast; Conakry in Guinea; and Cotonou in Nigeria. He reported voyage will take about 60 days. Chairman commended crew for good work and reminded them to be careful aboard vessel and while ashore. Bosun also advised members to apply for training record books (TRBs). Secretary asked crew to use glassware during meal hours in order to reserve limited supply of paper cups. He also reminded everyone to separate plastic items from regular trash. Educational director urged members to upgrade at Piney Point. No beefs or disputed OT reported. Chairman informed crew repair list is being circulated. He also asked crewmembers to keep volume on TV low while others are sleeping. Crew thanked steward department for fine food. Steward advised crew to remove clean clothing from laundry room to make room for next person waiting to wash clothes.

SEA-LAND DEVELOPER (Sea-Land Service), September 30—Chairman **Robert Stuverud**, Secretary **Florencio Nieves**, Deck Delegate **Tom Mylan**, Engine Delegate **Samuel Addo**, Steward Delegate **Pat Conlon**. Chairman announced estimated time of arrival in port of Tacoma, Wash. He noted reliefs will be called if requested. No beefs or disputed OT reported. Crew reported fo'c's'les need ventilation adjustments and radio needs repair. Chief mate praised crew for good trip. Members asked contracts department for confirmation of who is responsible for maintaining second level.

SEA-LAND EXPLORER (Sea-Land Service), September 21—Chairman **Jerry Borucki**, Secretary **William Burdette**, Educational Director **Cris Compton**, Deck Delegate **Larry Thompson**, Engine Delegate **Robert Rush**, Steward Delegate **Bradford Mack**. Chairman noted telephone service is still not available aboard ship. He also noted crew has to walk through dangerous traffic in ports to use telephone. He reported only one washing machine and one dryer were received, not the two full sets requested. Steward announced new crew mattresses have been ordered. Chairman noted ship scheduled to arrive at Long Beach pilot station on Tuesday, September 23 and payoff will take place after docking. Educational director urged members to take advantage of upgrading opportunities available to them at Paul Hall Center. He also discussed importance of unlicensed apprentices being aware of ship-

ping rules before signing on their first vessel. Deck and engine delegates reported disputed OT and beefs. No beefs or disputed OT reported by steward delegate. Crew thanked galley gang for fine food. Next ports: Long Beach and Oakland, Calif.

SEA-LAND HAWAII (Sea-Land Service), September 22—Chairman **Jim Hassan**, Secretary **Glenn Bamman**, Educational Director **Scott Speedy**, Deck Delegate **Michael Pell**, Engine Delegate **Jose Villot Jr.**, Steward Delegate **David Valle**. No beefs or disputed OT reported. Crew thanked steward department for job well done preparing good meals. Next ports: Elizabeth, N.J.; San Juan, P.R.; Rio Haina; Houston and New Orleans.

SEA-LAND INNOVATOR (Sea-Land Service), September 7—Chairman **John Stout**, Secretary **Jose Bayani**, Educational Director **Iqbal Samra**, Deck Delegate **Dennis Pickering**, Engine Delegate **A. Mohamed**, Steward Delegate **Lito Acosta**. Chairman announced upcoming U.S. Coast Guard inspection. He discussed standard procedure for time off after completion of voyages. Bosun complimented work of AB **Geraldine Carter**. Secretary thanked crew for maintaining cleanliness of crew lounge and mess halls. He commended crewmembers for smooth, accident-free voyage. Educational director reminded members to upgrade at Piney Point. Steward delegate reported disputed OT. No beefs or disputed OT reported by engine or deck delegates. Crew thanked galley gang for "a superb job catering fine meals every day." Next port: Long Beach, Calif.

SEA-LAND PACIFIC (Sea-Land Service), September 3—Chairman **Mike Willis**, Secretary **Robert Mosley**, Educational Director **Keith Jordan**, Deck Delegate **Stanley Parker**, Engine Delegate **William Cassel**, Steward Delegate **Rang Nguyen**. Bosun discussed importance of donating to SPAD and upgrading at Paul Hall Center. Treasurer announced \$415 in ship's fund and \$34 in movie fund. No beefs or disputed OT reported. Chairman asked crew to keep "family room" clean. Crew thanked steward department for job well done. Next ports: Tacoma, Wash.; Oakland, Calif.; Guam; Kaohsiung, Taiwan.

SEA-LAND PERFORMANCE (Sea-Land Service), September 26—Chairman **Jim Scheck**, Secretary **Gregory Melvin**, Educational Director **David Johnson**, Deck Delegate **Gerald Ray**, Engine Delegate **David Terry Jr.**, Steward Delegate **Robert Seim**. Steward delegate requested clarification from contracts department on galley gang working hours. Bosun discussed new Seafarers Money Purchase Pension Plan (SMPPP) with crewmembers and thanked everyone for job well done.

SEA-LAND PRODUCER (Sea-Land Service), September 25—Chairman **Jack Edwards**, Secretary **David Cunningham**, Educational Director **Jim Williams**. Chairman announced payoff upon arrival in port of Jacksonville, Fla. on September 25. Educational director urged members to take upgrading courses at Lundeberg School. He reminded crew of many new SIU jobs becoming available, noting all members must have necessary endorsements and education to sail. Treasurer announced \$1,500 in ship's fund. No beefs or disputed OT reported. Crewmembers extended special welcome to Chief Cook **Willie Grant** following his brief vacation. Bosun thanked galley gang for their "usual excellent meals and all the goodies." Next ports: San Juan; Rio Haina, and Jacksonville, Fla.

SGT. MATEJ KOCAK (Waterman Steamship), September 28—Chairman **Anjelo Urti**, Secretary **Lonnie Gamble**, Educational Director **Jerald Graham**, Deck Delegate **Charles Simmons**, Engine Delegate **Robert Hines**, Steward Delegate **Clarence Robinson**. Chairman announced ship scheduled to begin 10-day exercise September 30. He noted that following completion of drill, ship will sail to Barcelona and Rota, Spain for 10 days and then to Toulon, France, ending the voyage around November 18. Educational director discussed importance of obtaining a training record book (TRB) and upgrading at Paul Hall Center. No beefs or disputed OT reported. Crew asked contracts department if ABs can assist chief engineer during crane checks. Bosun reminded all crewmembers that smoking aboard ship is permitted only in designated areas.

BLUE RIDGE (Crowley Petroleum Inc.), October 27—Chairman **Abdulla Alwaseem**, Secretary **Ron Molozzi**, Steward Delegate **Chris Boronski**. Chairman read minutes from August 3 and reported ship sailing from San Francisco to Portland, Ore. Bosun noted everything running smoothly. Secretary reminded crew to put plastic garbage in proper containers and get new linens from steward before signing off vessel. He asked each department to compile list of needed cleaning gear and noted new stores will be received in port of Long Beach, Calif. Deck delegate asked contracts department to clarify job duties of ABs working on bridge and wheel. No beefs or disputed OT reported. Crew asked to be informed of ship layup 24 hours in advance. Crew noted minutes from previous meetings have not appeared in *Seafarers LOG*. Next ports: Portland, Ore.; Ferndale, Wash., and Long Beach.

CLEVELAND (Sealift, Inc.), October 26—Chairman **David J. Garoutte**, Secretary **Miguel E. Vinca**, Educational Director **Dale D. Dewolf**, Deck Delegate **Keith W. Finnerty**, Engine Delegate **Davon McMillan**, Steward Delegate **Kimberly Vaughan**. Chairman thanked crew for good work cleaning holds and staying "ahead of the game." He expressed pleasure at seeing everyone working well together. He advised all crewmembers to continue to take malaria medication until all pills are gone. He also reminded crew to wait until relief reports to ship in New Orleans before signing off vessel. Secretary asked crewmembers to return coffee cups and soup bowls to galley after use. Educational director encouraged mem-

bers to upgrade at Paul Hall Center. No beefs or disputed OT reported. Chairman asked crewmembers to keep noise down when others are sleeping. Crew thanked galley gang for good food.

CPL LOUIS HAUGE (Maersk Lines), October 23—Chairman **Robert Wiles**, Secretary **Victorino Vince Cruz**, Educational Director **Alfred Herrmann**, Deck Delegate **Erik Bekkelund**, Steward Dele-

October 20—Chairman **William Card**, Secretary **Ed Haber**, Educational Director **Thomas Prisco**, Deck Delegate **Jim Sanders**. Chairman announced payoff on October 21 and reminded crew not to smoke on deck due to explosive cargo. Educational director stressed importance of upgrading at Paul Hall Center. No beefs or disputed OT reported. Bosun noted all union communications posted on bulletin board for

Great Job by OMI Columbia Galley Gang



Chief Cook Don Dwyer gives a "thumbs up" to members of the steward department aboard the *OMI Columbia* when that ship was anchored off El Segundo, Calif. recently. From the left are Dwyer, Chief Steward Shari Hardman, GSUs Amin Zain and Husein Alomary and unlicensed apprentice Tran Luu.

gate **Elena Curley**. Chairman reminded crew to have MSC physical exam paperwork and passports ready. Crewmembers discussed STCW identification certificates and SIU scholarships. Educational director urged members to upgrade at Lundeberg School. No beefs or disputed OT reported. Next port: Diego Garcia.

GALVESTON BAY (Sea-Land Service), October 12—Chairman **James E. Davis**, Secretary **Kenneth A. Hagan**, Educational Director **Miguel Rivera**, Deck Delegate **Larry Combs**, Engine Delegate **Fernando Aguilar**. Educational director encouraged members to upgrade at Piney Point as often as possible. No beefs or disputed OT reported. Crew gave vote of thanks to steward department for job well done. Next ports: Boston; Elizabeth, N.J., and Portsmouth, Va.

HMI DYNACHEM (Hvide Shipping), October 26—Chairman **Paul L. Lucky**, Secretary **Norman Duhe**, Educational Director **Patrick Scott**, Deck Delegate **Terrence Boney**, Engine Delegate **Chad Westover**, Steward Delegate **James Harris**. Crew asked contracts department to consider raising regular overtime rates and required seatime for normal pension. Crewmembers also asked for clarification of dental benefits and urged union to continue Christmas bonus for SIU pensioners. Galley gang given special vote of thanks by crew.

LNG TAURUS (ETC), October 19—Chairman **Daniel S. Marcus**, Secretary **Francis E. Ostendarp**, Educational Director **Charles J. Pomraning**, Deck Delegate **John D. Ray**, Engine Delegate **Tim R. Van Pelt**, Steward Delegate **Brian T. McEleney**. Chairman wished crewmembers signing off a good vacation and reminded those remaining to continue to work with safety in mind. Treasurer announced \$70 in ship's fund. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crewmembers asked steward to set up cleaning schedule for crew quarters. Crew noted dissatisfaction with galley stores. Next port: Tobata, Japan.

NUEVO SAN JUAN (NPR, Inc.),

everyone to read. Crew asked contracts department for information on Seafarers Money Purchase Pension Plan (SMPPP). Crew discussed asking company to replace dryer in crew laundry because it is a potential fire hazard. Crew asked that wives and families be permitted to board vessel (as is allowed for mates and engineers). Crew thanked steward department for excellent job. Next ports: Jacksonville, Fla.; San Juan, P.R., and New York.

SEA-LAND ANCHORAGE (Sea-Land Service), October 9—Chairman **Michael Kadderly**, Secretary **A. Gething**, Educational Director **George Ackley**, Engine Delegate **Troy Robin**. Chairman announced payoff upon arrival in next port. Educational director encouraged members to take advantage of educational opportunities available at Lundeberg School. No beefs or disputed OT reported. Bosun explained vacation policy and asked contracts department for clarification of electrician's duties. Crew extended special vote of thanks to Chief Cook **Saiad Monasar** for "tasty and well prepared food for the last eight months. We appreciate his talent." Next port: Tacoma, Wash.

SEA-LAND CRUSADER (Sea-Land Service), October 16—Chairman **Roberto Diaz**, Secretary **Pedro Sellan**, Educational Director **Christos Tsipliareles**. Chairman reported smooth sailing. Secretary urged crewmembers to upgrade to keep "our Brother Paul Hall's dreams alive and continue building a stronger SIU." He also stressed importance of donating to SPAD. No beefs or disputed OT reported. Next port: San Juan, P.R.

SEA-LAND DEVELOPER (Sea-Land Service), October 9—Chairman **Dana Cella**, Secretary **Florencio Nieves**, Deck Delegate **Randy Black**, Steward Delegate **Pat Conlon**. Chairman encouraged members to continue SPAD donations. Secretary discussed article in September *Seafarers LOG* concerning Seafarers Money Purchase Pension Plan (SMPPP) and advised members of toll-free number SIU members can call to inquire about their accounts. Treasurer announced \$40 in ship's fund. No beefs or disputed OT reported.

Seafarers International Union Directory

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

George McCartney
Vice President West Coast

Roy A. "Buck" Mercer
Vice President Government Services

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

HEADQUARTERS

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

ALGONAC

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

ANCHORAGE

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

BALTIMORE

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

DULUTH

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

HONOLULU

606 Kalihii St.
Honolulu, HI 96819
(808) 845-5222

HOUSTON

1221 Pierce St.
Houston, TX 77002
(713) 659-5152

JACKSONVILLE

3315 Liberty St.
Jacksonville, FL 32206
(904) 353-0987

JERSEY CITY

99 Montgomery St.
Jersey City, NJ 07302
(201) 435-9424

MOBILE

1640 Dauphin Island Pkwy.
Mobile, AL 36605
(334) 478-0916

NEW BEDFORD

48 Union St.
New Bedford, MA 02740
(508) 997-5404

NEW ORLEANS

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

NEW YORK

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

NORFOLK

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

PHILADELPHIA

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

PINEY POINT

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

PORT EVERGLADES

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

SAN FRANCISCO

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

SANTURCE

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

ST. LOUIS

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

TACOMA

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

WILMINGTON

510 N. Broad Ave.
Wilmington, CA 90744
(310) 549-4000

Dispatchers' Report for Great Lakes

OCTOBER 16 — NOVEMBER 15, 1997

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	28	10	0	14	3	0	14	7
ENGINE DEPARTMENT									
Algonac	0	9	5	0	7	3	0	2	2
STEWARD DEPARTMENT									
Algonac	0	4	2	0	0	0	0	4	2
ENTRY DEPARTMENT									
Algonac	0	28	19	0	15	2	0	13	17
Totals All Depts	0	69	36	0	36	8	0	33	28

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

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

Dispatchers' Report for Inland Waters

OCTOBER 16 — NOVEMBER 15, 1997

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	2	1	12	1	0	6	6	3	24
Lakes, Inland Waters	34	0	0	11	0	0	40	0	0
West Coast	3	3	3	17	1	8	7	1	11
Totals	39	4	15	29	1	14	53	4	35
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	2	0	0	3
Lakes, Inland Waters	18	0	0	2	0	0	14	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	18	0	0	2	0	2	14	0	3
STEWARD DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	13	0	0	0	0	0	7	0	0
West Coast	0	0	1	2	1	1	0	1	1
Totals	13	0	1	2	1	1	7	1	1
Totals All Depts	70	4	16	33	2	17	74	5	39

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

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

PIC-FROM-THE-PAST

This photograph, sent to the *Seafarers LOG* by Joseph Valencia of New York City, is of the ball team aboard the *Robin Kirk* (a Robin Line vessel) in the late '40s somewhere off the coast of South Africa. (Valencia is on the right in the back row.)

In a note to the *Seafarers LOG* accompanying the photo, Valencia wrote, "Most of the time we played against the NMU Farrell Line. As you can see, the SIU was in good shape. So we really got the best of them."

The hats, he noted, were given to the crewmembers by Robin Line.

Valencia, who was born in Puerto Rico and joined the union in 1947 in New York, sailed in both the engine and steward departments. He left the SIU in 1956 and became a truckdriver. Now, at the age of 71, Valencia finds himself close to the sea once more—he loves to fish!



Letters to the Editor

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

History of Seafarers Is a Proud One

I am 80 years of age since last April 23, and I thank whomever is in charge of the universe for the opportunity to be a modest part of the history of our great union.

I have a history book of World War II which, as a veteran, I treasure. It was a hectic time when we Seafarers took military orders from captains or pilots of the vessels we served aboard while battles were raging. In the book is a picture of George "Bell-to-Bell" Abella, whose name is first among others on the plaque in Piney Point. He is sharing a life raft with several other survivors at the time.

Clarence L. Cousins
Butler, Pa.

[Editor's Note: While in Pittsburgh for the AFL-CIO Maritime Trades Department convention in September, SIU officials learned of a strike involving members of the Service Employees International Union (SEIU) Local 508. SIU personnel promptly joined the picket line outside Three Rivers Stadium, where SEIU members work as ushers during stadium events. The following note was received.]

Striking Stadium Ushers Thank SIU for Support

We want to thank you and the members of the Seafarers Union for all your help and support.

We still don't have a contract, but we are meeting with them this week in hopes that it soon gets settled.

Gil Maffeo, President
and officers and members of Local 508, SEIU, Pittsburgh, Pa.

Pensioner Karlak Views Results of NAFTA

After reading President Sacco's report about NAFTA in the latest *Seafarers LOG* (page 2, October 1997), I want to express my feelings, along with a suggestion.

I previously wrote that the shipping industry is like a game of dominoes, meaning that if one company succeeds, thousands of people are employed to keep it successful. Likewise, if one company goes under, the people become unemployed.

But this domino theory applies to all industries. With NAFTA, more and more companies are crossing over the border into Mexico, causing huge layoffs in the U.S. And now with the same type of agreement being proposed for Central and possibly South America, thousands of jobs will be lost by the American worker.

For example, there is a company here called Swingline which has started its move to Mexico. Once completed, it will leave 700 American workers out of a job. With the domino theory taking

effect, other companies selling supplies to Swingline also will be out of work.

Shoreside unions should insist that the word "fired" be eliminated whenever a member is out of a job due to no fault of his or her own, as with NAFTA. Using the word "fired" implies the worker isn't doing the work. In my time, it was called "laid off."

Here is my suggestion: Unions should print forms for each mem-

ber who has been laid off due to NAFTA or because a company has declared bankruptcy. The form would include name, address, age, sex, experience, years worked in a company and, most importantly, the number of children depending on the laid-off worker.

There are countless members in all unions who can't express themselves in writing. With this type of hiring form, all they have

to do is sign it and then copies can be sent to all elected officials in Washington, including the ones who voted against NAFTA. This will show them the effect NAFTA has had on American workers.

I get very angry thinking of company officials who, in crossing the border, pay low wages to the Mexican workers and then charge high prices in the U.S.

Walter Karlak
Woodside, Queens, N.Y.

Know Your Rights

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

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

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

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

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

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

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

PAYMENT OF MONIES. No

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

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

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

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

SEAFARERS POLITICAL ACTIVITY DONATION — SPAD.

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

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

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

SUMMARY ANNUAL REPORT FOR MCS SUPPLEMENTARY PENSION PLAN

This is a summary of the annual report for the MCS Supplementary Pension Plan, EIN 51-6097856, Plan No. 001, for the period January 1, 1996 through December 31, 1996. The annual report has been filed with the Internal Revenue Service, as required under the Employee Retirement Income Security Act of 1974 (ERISA).

Basic Financial Statement

Benefits under the plan are provided through a trust fund and insurance. Plan expenses were \$1,574,066. These expenses included \$172,368 in administrative expenses and \$1,401,698 in benefits paid to participants and beneficiaries. A total of 1,638 persons were participants in or beneficiaries of the plan at the end of the plan year, although not all of these persons had yet earned the right to receive benefits.

The value of plan assets, after subtracting liabilities of the plan, was \$11,524,150 as of December 31, 1996, compared to \$12,273,603 as of January 1, 1996. During the plan year the plan experienced a decrease in its net assets of \$749,453. This decrease includes unrealized appreciation and depreciation in the value of plan assets; that is, the difference between the value of the plan's assets at the end of the year and the value of the assets at the beginning of the year or the cost of assets acquired during the year. The plan had total income of \$824,613 including realized losses of \$10,095 from the sale of assets and earnings from investments of \$834,708.

Minimum Funding Standards

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

Your Rights To Additional Information

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

1. an accountant's report;
2. assets held for investment;
3. transactions in excess of 5 percent of plan assets;
4. insurance information, including sales commissions paid by insurance carriers; and
5. actuarial information regarding the funding of the plan.

To obtain a copy of the full annual report, or any part thereof, write or call Trustees of the MCS Supplementary Pension Plan, 5201 Auth Way, Camp Springs, MD 20746, (301) 899-0675. The charges to cover copying costs will be \$3.10 for the full annual report, or 10 cents per page for any part thereof.

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

You also have the legally protected right to examine the annual report at the main office of the plan (Trustees of the MCS Supplementary Pension Plan, 5201 Auth Way, Camp Springs, MD 20746) and at the U.S. Department of Labor (DOL) in Washington, D.C., or to obtain a copy from the U.S. Department of Labor upon payment of copying costs. Requests to the DOL should be addressed to: Public Disclosure Room, N-5638, Pension and Welfare Benefits Administration, U.S. Department of Labor, 200 Constitution Avenue, N.W., Washington, DC 20210.

Gamp's Icebreaking Procedures

Continued from page 10

intermediate hawsers to the barge astern of them, and one or more icebreakers may put hawsers on the lead barge, adding their horsepower to the convoy. This last method is very successful when one or two tows continually stop when the rest of the convoy keeps moving.

In cases where an icebreaker assists a towing vessel by putting out a hawser on the aided vessel's stemhead, stay in front of her. If you work off to one side, then you have the leverage to lay her on her side, especially if her tow astern sheers in your direction. Watch astern of your vessel as well as ahead; it's not a comfortable position for the one caught in the middle when the lead tug meanders all over the Bay.

Do not divide the convoy if the lead vessels are doing well. One of two things usually happens. The lead vessels will continue doing well, and when they reach their destination, the slower group will call you back to aid them—so you retrace your track and begin again. The other possibility is that both groups stop, in which case the icebreaking capability is now divided in half. Don't divide your resources—have the tows put out hawsers between them.

Good radio communications are essential to coordinate everyone's efforts. Often it may not be apparent to other vessels what each icebreaker is attempting to

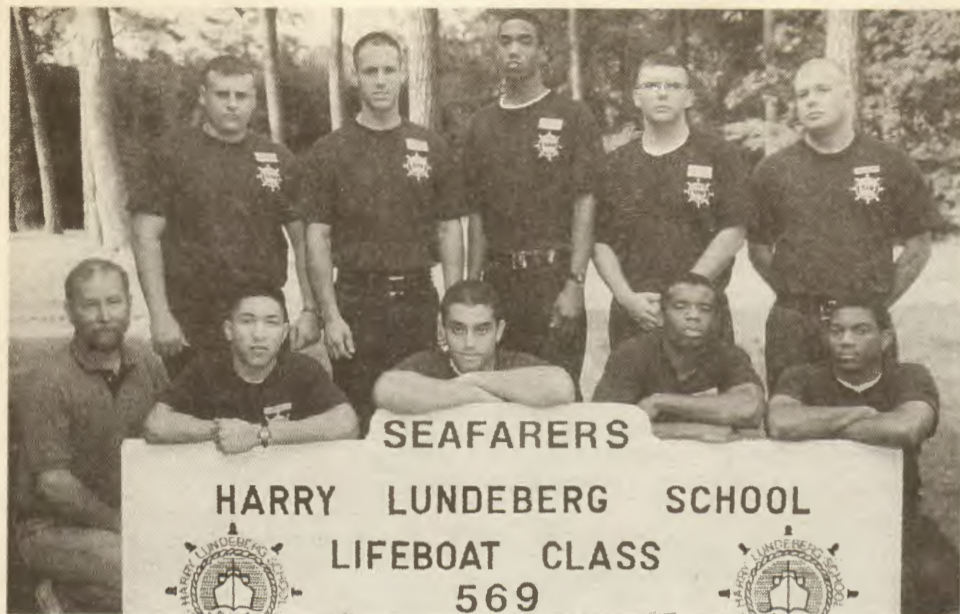
accomplish or what ice conditions are on the perimeter of the convoy's track. Radios also allow you to tell everyone you are ice-locked, need assistance or shout, "Watch out, I'm stuck, don't run me over!" If you see the convoy being set into shoal water, you can alert the rest of the vessels. Therefore, keep your radio turned on and listen to it!

Summary

Let me stress three things above all others: Do not allow yourself to be rushed. Icebreaking is slow, methodical and tedious work. Allow yourself margin for error. It may save writing an accident report. Lastly, keep track of your position at all times. It is all too easy to become confused after making 20 or 30 circles around a stranded vessel.

I hope this information will be of assistance to anyone sent to break ice without having had previous experience. These are the procedures and principles that I have observed over the past several winters. They form the nucleus of knowledge from which I work. Quite possibly there are other methods just as good as these, perhaps better. Other captains or pilots may take exception to some points I have made. Nevertheless, this discussion will give the uninitiated some idea of what will be facing them and what should be done under various circumstances which they will encounter.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 569—Graduating from trainee lifeboat class 569 are (from left, kneeling) Ben Cusic (instructor), Toshinori Lopez, Hector Morales, Jose Zapata, Hiawatha Williams, (second row) Christopher DeFranco, Benjamin Vernon, Rickey Bronson, William Taylor and Patrick Cleveland.



Able Seaman—Marking their graduation from the able seaman class on October 16 are (from left, kneeling) William Meyer, Romeo Azcarate, Tom Gilliland (instructor), Bernabe Pelington, Samuel Spears Jr., Michael Edwards, John Minor, (second row) Marcelo Solano, Rickie Zelaya, William Thomas, Claudio Romano, James Gasca, Eric Balianz, (third row) Allen McKellips, Douglas Hall, Robert Gaudreau, Charles Abell, Donley Johnson, Muhiddin Awale and Larry Reed.



Oil Spill—SIU members completing the oil spill course on October 16 are (from left, front row, sitting) Lou Kusznr, Dwayne Marrero, Donald Bond, Freddie Cantreel, Frederick Hall, (second row) Ralph Guy, Ronald Rabon, Eric Taworski, Clayton Eley, (third row) Jim Shaffer (instructor), Donald Fromm, Michael Parks, Thomas Elkowitz, Jose Colon, Mark Bosse and Dennis Compton.



Crane Maintenance —Receiving their endorsements from the crane maintenance course on October 9 are (seated) Tony Mohammed, (from left, standing) Eric Malzkuhn (instructor), Greg Abalos, Joseph Quintella, Manuel Cruz, Michael Kovach, Dan Hultgen, (third row) Ross Himebauch, Michael Main, Gregory Thomas and Michael Las Dulce.



Upgraders Lifeboat—Upgrading graduates of the October 9 lifeboat class are (from left, kneeling) Ben Cusic (instructor), Lara Evans, Wallace William, Teodoro Martinez, Darrell Carney, (second row) Vladimir Bagenko, Milton Israel, Douglas Flynn, Juma Saleh, Kevin Newsome, Robert Etheridge, (third row) Nieves Nunez, David House, Raymond Henderson, Jose Manandic, Michael Washington, David Steinberg and Laurentis Colbert.



Welding—Members of the engine department completing the welding course on October 14 are (from left, kneeling) Justin Lo Dico, Tesfaye Gebregziabher, Thomas Keseru, Charles Dunnivant, (second row) Mark Cates (instructor), Maurice Baptiste, Antoine Jennings, Tyler Harden and Clarence Langford.



QMED—Completing their QMED training on October 9 are (from left, kneeling) Kim Higgins, Brian Lu, (second row) Eric Martinez, Erik Bradshaw, Arthur Outlaw, Donald Lumpkins, Kenneth Wells, Sjarifudin Noor, (third row) Jeff Morris, Monte Pryor and Michael Veigel.



Advanced Firefighting — Upgrading SIU members completing the advanced firefighting course on October 1 are (from left, kneeling) Nellie Jones, John Ellias, Kenneth Spivey, Klaus Tankersley, Larry Philpot, (second row) Stormie Combs (instructor), Milton Israel, David Dinnes, James Dixon, James Demouy, James Prather, David Kane, (third row) Arthur Machado, William Johnson, Glynn Metcalf and Jon Taylor.

LUNDEBERG SCHOOL

1998 UPGRADING COURSE SCHEDULE

The following is the schedule for classes for the first three months of 1998 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. (a schedule for the entire year may be found on page 16 in this issue of the *LOG*). 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.

Please also note: the courses listed are tentative. 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	February 9 March 9	March 6 April 3
Radar Observer/Unlimited	January 12 March 23	January 23 April 3
Celestial Navigation	March 2	April 10
Special Able Seaman/Lifeboatman	January 26 February 23	February 6 March 6

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender	February 23	April 3
QMED	January 12	April 3
Refrigeration Systems & Maintenance	February 16	March 27
Advanced Refrigerated Containers	March 30	April 24
Diesel Engine Technology	March 30	May 8
Power Plant Maintenance	February 16	March 27

Steward Upgrading Courses

Course	Start Dates Only
Certified Chief Cook/Chief Steward/Galley Operations	January 12, January 26, February 9 February 23, March 9, March 23

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/Assistant Cargo (DL)	February 2 March 2 March 30	February 21 March 21 April 18
Basic Firefighting	January 12 January 26 February 9 February 23 March 23	January 17 January 31 February 21 February 28 March 28
Advanced Firefighting	January 26 March 2	February 7 March 14
Government Vessels	January 26 March 9 March 30	February 13 March 27 April 17
Tankerman (PIC) Barge	February 16	February 20
Water Survival	January 26 February 23 March 23	February 7 March 7 April 4

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	February 23	April 6
Steward Recertification	January 26	March 3
LNG Recertification	February 9	February 13

Academic Department Courses

Course	Start Date	Date of Completion
High School Equivalency Program (GED)	January 12	April 4
English as a Second Language (ESL) or Adult Basic Education (ABE)	January 26	March 6
General Education Courses	January 12 March 30	February 20 May 8

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

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.

12/97



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

SIU-Crewed RO/ROs Slated for MarAd Awards

Readiness Rate Reflects Resounding Resolve of RRF Crews

Seafarers who sail aboard Ready Reserve Force (RRF) vessels know that the most important aspect of their job is summarized in one word: reliability.

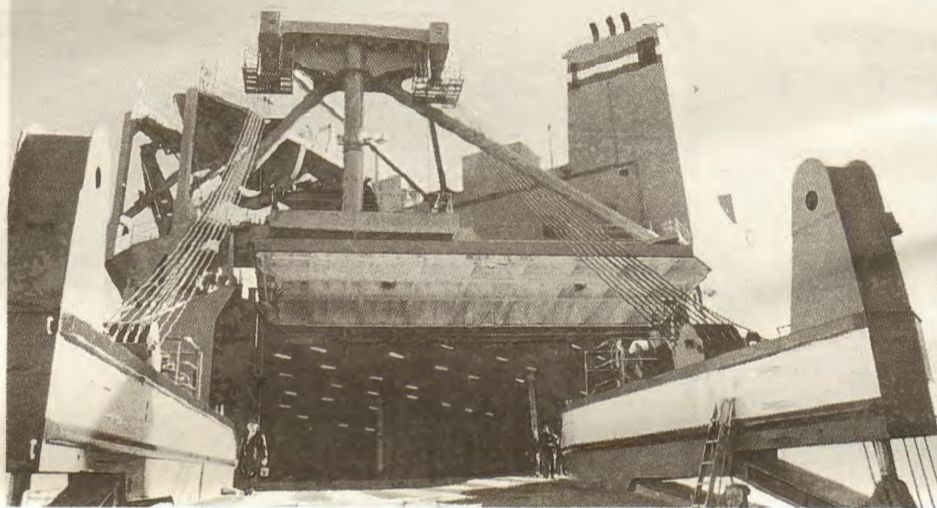
Because U.S. armed forces rely on RRF ships (among others) to deliver vital supplies, the RRF fleet has an important function. In fact, the performance of the civilian-crewed fleet literally can be a matter of life or death.

During extended overseas missions that took place the past three years, two SIU-crewed RRF ships—the *Cape Wrath* and *Cape Washington*—demonstrated outstanding reliability, according to a spokesperson for the U.S. Maritime Administration (MarAd). As a result, they are scheduled to be recognized this month at a ceremony in Baltimore, where the crews of both ships will receive MarAd's Professional Ship Awards.

MarAd reports that the *Cape Washington* maintained a 99.5 percent readiness rate during the 1,184 consecutive days of its prepositioning mission in Guam and the Persian Gulf. This means the vessel was fully operational for all but 6.5 of those days.

Similarly, the *Cape Wrath* maintained a 99.8 percent readiness rate, as it was operational for all but 1.5 of the 981 consecutive days of its mission.

"Both ships did a phenomenal job," said the MarAd spokesperson. "They kept the ships and materiel in excellent condition and responded well to everything."



Docked in Baltimore, the *Cape Wrath* and *Cape Washington* are crewed by Seafarers intent on ensuring the vessels' readiness.

Operated by AMSEA, the roll-on/roll-off (RO/RO) ships returned to the U.S. this summer. These days, they are in reduced operating status (ROS) in the port of Baltimore.

While ROS in the States naturally is more calm than a prepositioning mission overseas, Seafarers aboard the vessels understand they must ensure the *Cape Wrath* and *Cape Washington* can meet their four-day activation periods. That means paying close attention to detail, learning the nuances of the ships and doing whatever it takes to keep them prepared.

"We basically do every type of maintenance you can think of, because we always have to be ready," says Bosun **Tony Trikoglou**, currently working aboard the *Cape Wrath*. "We keep up with the news, so we know the call could come at any time. And when the time comes that we're needed, we'll be ready."

"In ROS, everybody really has to pitch in," observes QMED **Carolyn Thifault**, who sailed aboard the *Cape Wrath* during its most recent mission.

Adds GVA **Davon Brown**, "We have a good crew that will do whatever needs to be done to keep the ship ready."

QMED **Bob Mulvaney** has sailed aboard the *Cape Washington* at various times since the Persian Gulf War.

"Even ROS is a lot of work," he notes. "It's still interesting, you can learn a lot, and we have a real decent crew. Plus we all know we have an important job."



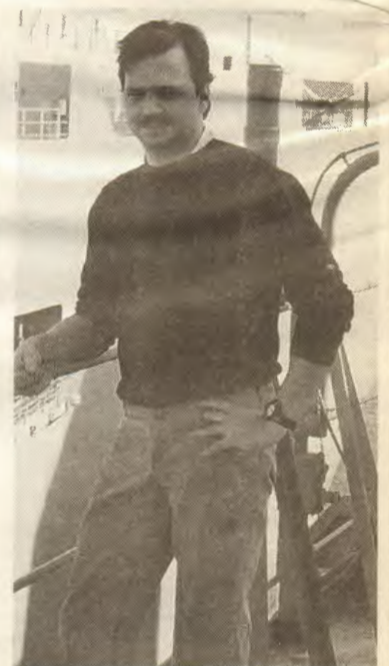
Concentrating on the task at hand aboard the *Cape Wrath* is QMED Carolyn Thifault.



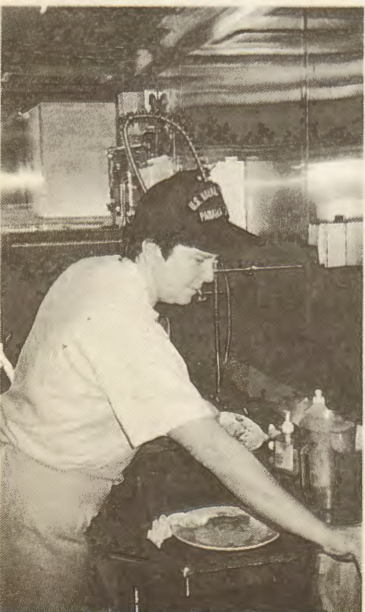
GVA Davon Brown does his part to keep the *Cape Wrath* running smoothly.



Cape Wrath crewmembers recently praised the culinary skills of Chief Steward Carlos Sierra, whom they credit with providing an excellent menu.



QMED Taylor Clear joined the SIU 10 years ago in Baltimore. Recently he returned to Charm City when he signed on the *Cape Washington*.



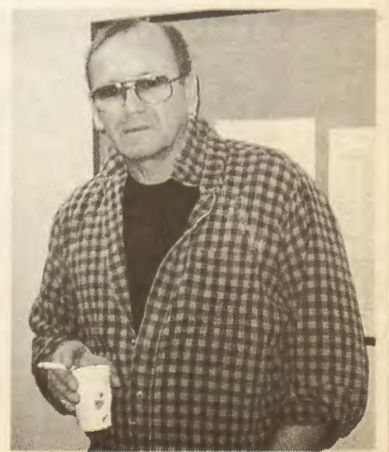
Keeping the *Cape Washington* crew well-fed is the focus for Chief Steward Michele Hopper.



Bosun Tony Trikoglou, a 35-year member of the SIU, touches up a ramp aboard the *Cape Wrath*.



"We have to make sure everything is up to speed," says Electrician Pete Stein, checking a meter aboard the *Cape Wrath*.



Aboard the *Cape Washington*, Bosun Bob Johnson commends the work of his shipmates.