



The Seafarers Log

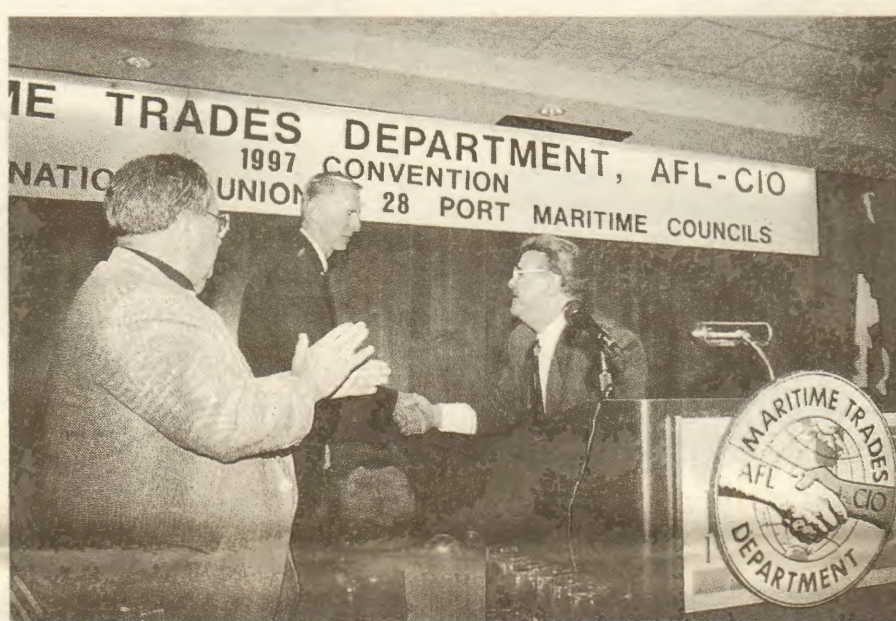
Official Organ of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters AFL-CIO

MTD Speakers Affirm Need for Strong U.S. Fleet

Navy Secretary, TRANSCOM Head Emphasize U.S. Reliance on Sealift



Delegates and guests to the AFL-CIO Maritime Trades Department biennial convention last month in Pittsburgh (above) heard from an array of speakers who stated their support for a strong U.S.-flag merchant marine. Representatives of the administration, Congress, the U.S. military and the national labor federation all emphatically explained why they believe a strong American-flag fleet is a vital part of the country's national and economic security. In photo at right, MTD President Michael Sacco (right) and MTD Vice President William Zenga (left) welcome Air Force General Walter Kross, the head of the U.S. Transportation Command. Pages 3, 11-14.

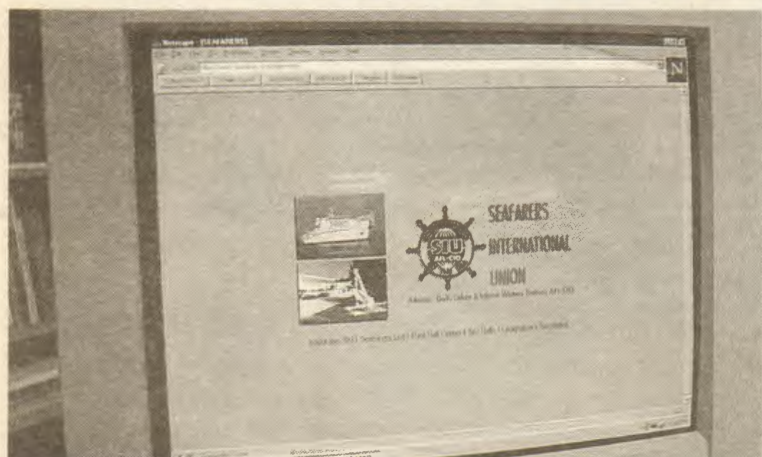


SIU to Crew 4 More Tankers, 2 Tug/Barges

*Maritrans, Inc. Fleet Expansion
Results in New Jobs for Seafarers*

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Union Goes 'On Line' Seafarers' Web Site Debuts



The SIU home page, pictured above, was launched last month and can be found on the internet at www.seafarers.org. Page 2.

U.S. Coast Guard Ship Detentions Spotlight Runaway-Flag Dangers Many Crews Bungle Simple Safety Drills



Runaway-flag ships like the *Berga Falcon*, under arrest last year in Baltimore, pose a major safety threat in U.S. ports and on the world's waterways. Those perils recently were evident when the U.S. Coast Guard detained 47 foreign-flag vessels—many of them runaways—during the month of June for various flagrant safety violations and shortcomings. Page 2.

President's Report

Fast Track Is Wrong Way



Michael Sacco

Usually there are many ways to tackle a project. But when you get right down to it, there really are only two methods of doing things: the right way or the wrong way.

Sometimes the wrong way is easier in the short run, but, invariably, there are consequences for taking that route. If a Seafarer walks around a spill on deck instead of cleaning it immediately, he knows someone else may slip on it, or he may fall on it later. If a person rakes leaves in his backyard and, instead of bagging them, lets them blow next door, somehow it always seems as if those leaves will blow back into his yard.

For almost four years, American workers have suffered the consequences of a trade treaty done the wrong way. The so-called North American Free Trade Agreement (NAFTA), by nearly everyone's measures, has resulted in massive job loss in the United States and downward pressure on wages and benefits in the jobs that remain. Our trade deficits with Mexico and Canada—which reflect the loss of about 400,000 U.S. jobs—have skyrocketed.

NAFTA also has harmed workers in Mexico, where wages have fallen to an average of 70 cents an hour despite increased productivity. And there have been severe environmental consequences, with rampant pollution taking place at the maquiladora factories along the U.S. border.

If you think NAFTA is old news, then think again. Congress essentially is about to decide whether NAFTA-like agreements will be extended to Central and South American nations. Their verdict could arrive as early as this month.

This debate centers on what is known as fast-track negotiating authority, which was used to craft NAFTA. Under fast track, the Congress can vote only to approve or reject a treaty, rather than amend it.

We don't have to look too far back to see the pitfalls of forfeiting the right to fix what's wrong with international trade agreements. In 1993, when the SIU and all of organized labor loudly warned that NAFTA would be bad news for American, Canadian and Mexican workers, backers of the pact swore that its "side agreements" covering labor and the environment would make everything okay.

While trade unionists insisted that those agreements weren't worth the paper they were written on, Congress narrowly passed the treaty.

Today, few would dispute that our predictions were correct.

Yet, because of the power wielded by big corporations—who have been the only winners under NAFTA—America's working families are faced with the threat of multiple NAFTAs, extending to more and more nations whose living standards do not compare to ours.

This is an extraordinarily dangerous proposition for U.S. workers, one that will directly affect their lives if it passes. For that reason, I urge all SIU members and their families to contact their representatives in Congress and ask them to vote against extending fast-track authority. Whether you write, telephone, visit or use e-mail, it is critical that you act immediately.

I also want to make it clear that SIU is not against international trade agreements, as long as they truly are fair for the workers in all countries covered by them. If anything, our industry depends on trade more than most, as our deep-sea members transport cargo across the oceans every day. So, we have a great interest in maintaining the flow of goods to and from this nation.

But fast-track negotiating is the wrong way to go about writing trade laws. There simply is no good reason why the American people, through their elected representatives, should waive their right to be heard on this subject.

After all, the vast majority of trade agreements negotiated by the United States are done without fast track. In fact, there have been 200 such treaties (varying in breadth) hammered out in the last several years. Fast track did not exist until 20 years ago.

Well, we've seen what happens when we make an exception and use fast-track negotiating. The leaves always blow back into the yard.

Let's tell Congress to do this the right way. Tell them to vote against fast track.

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The SIU on line: www.seafarers.org

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How Low Can They Go?

Coast Guard Detentions Further Expose Rampant Safety Problems on Runaways

Safety problems are nothing new on runaway-flag ships, but a recent report by the U.S. Coast Guard starkly exposes some crews' ineptitude along with the significant structural defects and lack of basic equipment on many such vessels.

The report includes information about the 47 ships detained in U.S. ports this past June by the Coast Guard. It also notes deficiencies found aboard foreign-flag vessels that are not runaway-flag ships.

Here are some of the low-lights:

- The crew of the German-owned, Liberian-flag *Polar Columbia*, a reefer, failed to complete a lifeboat drill.

- It took 30 minutes for the crew of the Japanese-owned, Panamanian-flag bulk carrier *Royal Venture* to find fire suits during a drill. Once they found the suits, the mariners had difficulty putting them on, according to the report.

- Crews aboard three ships failed to execute drills to fight fires and abandon ship. They apparently were unfamiliar with the equipment on hand. Those mariners were from the Greek-owned, Bahamian-flag reefer *Brest*; the Greek-flag bulk carrier *Faethon*; and the India-flag bulk carrier *Lok Maheshwari*.

- Mariners aboard the general cargo ship *Profitis Elias*, a Panamanian-flag vessel managed by Avior Shipping of New York, struggled to perform firefighting and abandon-ship drills. Meanwhile, the ship contained holed deck plating and extensive pitting, corroded bulkheads and corroded safety rails, according to the report.

- Crewmembers on the Greek-owned, Cyprus-flag bulk carrier *Belle* did not know how to properly use firefighting equipment. The report also noted that the mariners were not "dressed properly."

- The Dutch-owned, Cyprus-flag general cargo ship *Moana Pacific* had a breach in a longitudinal bulkhead, causing the vessel's detention.

Runaway-flag shipping is a scheme that involves multiple parties from different nations in the operation of vessels. For example, in a case reported last month by the *Seafarers LOG*, a particular vessel was owned by a Korean company, registered in Panama, used an Indonesian manning agent and hired crewmembers from four countries.

Greedy shipowners engage in this practice to escape the safety regulations, procedures, inspections, tax laws and higher wages of traditional maritime nations. They pay a cheap registration fee to the government of a non-maritime nation seeking to raise revenue—essentially buying use of a country's flag with no strings attached. In such cases, the nation involved doesn't have the means or the will to enforce rules protecting the crews or the environment, if such laws even exist.

Then, the shipowners cushion themselves with often con-

scienceless managers who hire the cheapest crews available. Such mariners in many cases are not mariners at all, but rather desperate individuals who paid for seamen's credentials.

This cycle may be repeated often, with vessels changing ownership, registers, agents and even names every few years. For example, the *Moana Pacific* has had four other names since 1986.

Altogether, these factors make it difficult for authorities to hold the shipowners accountable for mistreating crews and operating unsafe ships.

Meanwhile, such owners can turn a quick profit by making

practically no investment in vessel-upkeep and paying minimal wages (often irregularly).

Responding to this widespread problem, the London-based International Transport Workers Federation (ITF) is waging a busy campaign against runaway-flag shipping, also known as flag-of-convenience shipping. The organization has 100 inspectors in 40 nations assisting in this fight.

Overall, the ITF includes more than 470 transport-related unions, including the SIU, in more than 120 nations. SIU Executive Vice President John Fay is chairman of the ITF's Seafarers Section.

SIU 'On Line' With Web Site

The SIU went "on line" last month as the union established its site on the world wide web, the most popular part of the internet.

The site is located at "www.seafarers.org." It contains articles from current and back issues of the *Seafarers LOG*, a profile and history of the union, comprehensive information about the Paul Hall Center for Maritime Training and Education, links to other maritime and union sites, and much more.

In announcing the site's debut at the September membership meeting in Piney Point, Md., SIU Secretary-Treasurer David Heindel pointed out, "One thing that must be emphasized is that all of the union information on this site already is—and will remain—available to Seafarers through traditional media. In other words, SIU members don't need a computer or an on-line service to get this information, which is available in the *LOG*, at your port agent's office, at the Paul Hall Memorial Library and at union headquarters.

"However, if you're already on line, 'seafarers.org' can be a convenient place to catch up on the latest union news. It also will

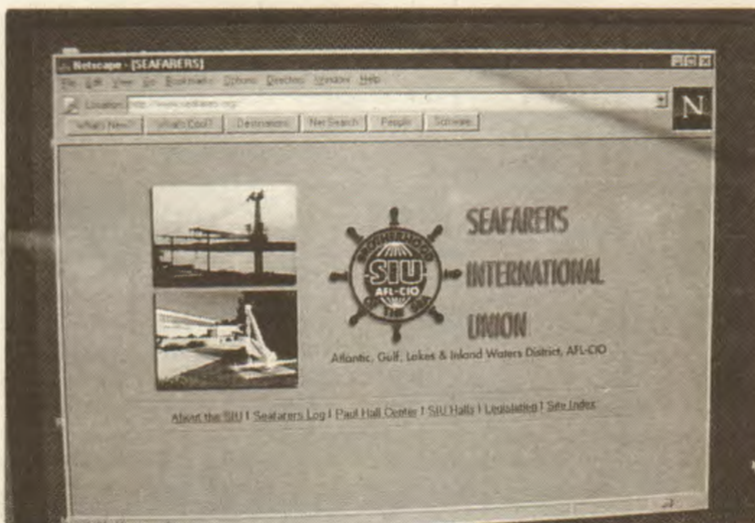
serve as a means of publicity for the SIU, as more and more people turn to the internet."

The internet is a global network of computers which any other properly configured computer may access. It originated in 1969 as the result of a U.S. Department of Defense project that connected the Stanford Research Institute, UCLA, UC Santa Barbara and the University of Utah.

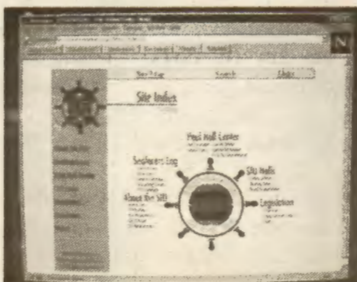
The world wide web is a portion of the internet created by Swiss scientists in 1989. Three years later, students at the University of Illinois developed a browser (Mosaic) that allowed users to view text documents and link to graphic, audio and video files on the web.

Development of today's most popular browsers, Netscape Navigator and Internet Explorer, soon followed, and the web has experienced skyrocketing growth ever since.

This popularity largely is attributable to ease of use. Whereas use of the internet prior 1992 required fairly sophisticated technical knowledge, use of the web today is comparably uncomplicated.



From the SIU's home page (above) at www.seafarers.org, other information about the union may be accessed. The photo below (left) shows the site index while the photo at right displays one of the articles reprinted from the August 1997 *Seafarers LOG*.



More New Jobs!

SIU to Crew 4 Tankers, 2 Tugs Acquired by Maritrans, Inc.

Seafarers will begin crewing this month some of the four tankers and two tug/barge units recently purchased by Maritrans, Inc.

The company in late August purchased two petroleum tankers from Chevron. Earlier, Maritrans acquired two other tankers and the tugs and barges from Sun Transport, Inc.

The Chevron vessels are 40,000-ton, double-hulled tankers—the *Chevron Oregon* and *Chevron Louisiana*. The *Oregon* was built in 1974, the *Louisiana* in 1976.

The Sun tankers are the *New York Sun* (constructed in 1980) and the *Philadelphia Sun* (1981). They each weigh 34,000 tons.

Maritrans reported that the *New York Sun* will remain on charter to the U.S. Navy's Military Sealift Command, while the *Philadelphia Sun* will continue transporting lube oil between Puerto Rico and Marcus Hook, Pa.

Also operating between the U.S. and Puerto Rico will be the tug and barge units *Seminole Sun/Caribe Sun* and the *Puerto Rico Sun/Borinquen Sun*.

"The expansion of the Maritrans fleet means new jobs for SIU members, and I am confident that Seafarers will continue providing the safest and most efficient level of seamanship for the company," said SIU Vice President Contracts Augie Tellez.

MTD Delegates Hear:

National Security, Economy Need Strong U.S. Fleet

The United States must maintain a strong American-flag merchant marine to help ensure its national and economic security, said speakers at the 1997 biennial convention of the AFL-CIO Maritime Trades Department (MTD) in Pittsburgh on September 18 and 19.

Among those urging preservation of the Jones Act, support of the Maritime Security Program, revitalization of America's shipyards and commitment to strong U.S. sealift capability were U.S. Deputy Secretary of Transportation Mort Downey, U.S. Navy Secretary John Dalton, U.S. Air Force General Walter Kross, AFL-CIO President John Sweeney, and U.S. Reps. Peter King (R-N.Y.), David Bonior (D-Mich.), William Coyne (D-Pa.), Ron Klink (D-Pa.) and James Traficant (D-Ohio).

Delegates to the convention, who represent the MTD's 32 member unions and 28 port councils, also discussed and approved numerous resolutions, including statements calling for fair trade laws; retention of cargo preference regulations; promotion of the domestic cruise industry; purchase of union-made, American-made goods; and extension of veterans' benefits to all World War II-era merchant mariners. (MTD-affiliated unions represent approximately 8 million members.)

Convention delegates also received updates from officials of government and various unions on recently signed contracts at U.S. shipyards, legislation designed to replace overtime pay with compensatory time off, newly implemented international regulations affecting the training and certification of mariners, and



MTD President Michael Sacco (left), who also is president of the Seafarers, welcomes House Minority Whip David Bonior (D-Mich.), one of the featured speakers at the MTD convention last month in Pittsburgh.

a bill that would amend the Shipping Act of 1984.

Protect Workers' Rights

In opening the convention, MTD President Michael Sacco, who also is president of the SIU, recalled the long fight leading to enactment of the Maritime Security Program. He pointed out the perseverance needed to win its passage, and urged delegates to employ similar fervor in protecting the rights of all working families.

"We have to remember that this didn't get done overnight. It took grassroots activities and lots of hard work and sacrifice by people who supported the cause," Sacco explained.

He also noted other legislative accomplishments since the 1995 MTD convention, including securing an increase in the minimum wage, defeating the so-called TEAM Act and generating a strong show of congressional support for the Jones Act.

Additional coverage of the AFL-CIO Maritime Trades Department convention may be found on pages 11-14.

Sacco also declared that the Teamsters' victory in their recent strike against UPS reinforced the fact that unions provide a real voice for workers.

"They threw a spotlight on the pitfalls of working part-time for low wages and few, if any, benefits, for companies earning excessive profits. Once again, the labor movement was standing up for working families, union and unrepresented, by displaying how companies were exploiting the men and women on their payrolls," he stated.

Along those lines, the MTD president noted how all workers benefit from union contracts.

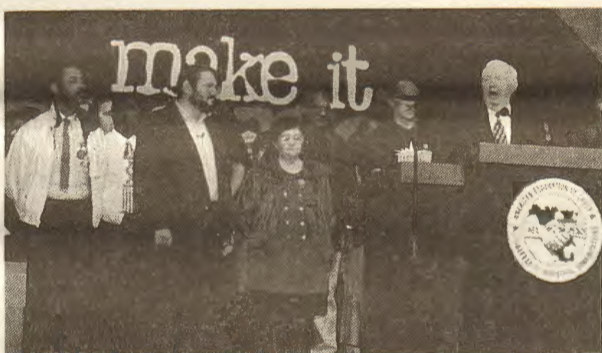
"Everyone in this movement works together to protect not only the people we represent, but also the people we don't yet represent. Because if it weren't for unions, what would happen to that non-union person working for a living today? Do you think they would ever get a raise? Would they ever get any benefits at all? The only reason the boss does it is to keep us out," Sacco said.

AFL-CIO Reaffirms Support for U.S. Maritime Sacco Re-elected Federation VP During Four-Day Convention

A renewed commitment to the U.S.-flag merchant fleet, a rededication to organizing new members and a demand for fair trade agreements that meet international standards for labor and the environment were among the calls to action undertaken by nearly 1,000 delegates during the AFL-CIO's 22nd biennial convention in Pittsburgh held September 22-25.

Those attending the four-day gathering heard from President Clinton, Secretary of Labor Alexis Herman, members of Congress from both political parties and others who urged the delegates, including representatives from the SIU, to continue their fight for working men and women.

The delegates re-elected AFL-CIO President John Sweeney, Secretary-Treasurer Richard Trumka and Executive Vice President Linda Chavez-Thompson to four-year terms, following the ap-



proval of a constitutional change doubling the period between elections from two years.

SIU President Michael Sacco also was re-elected to the AFL-CIO Executive Council. In that position, he serves as a vice president for the labor federation.

The convention adopted a series of resolutions dealing with the economy, worker rights, organizing, civil and human rights, workplace violence, transportation and other issues.

Backs Cabotage

Within its resolution concerning the economy, the AFL-CIO pledged its continued support for the U.S.-flag maritime industry, including the nation's cabotage laws.

"The system of laws governing the American maritime industry—including the Jones Act, the Passenger [Vessel] Services Act, government cargo preference and the 1936 Merchant Marine

Act—must be preserved," according to the resolution, which was adopted unanimously without amendment.

The AFL-CIO renewed its call "for a strong maritime capability for military and economic security."

The labor federation, which represents nearly 14 million workers, noted, "Competing in a global marketplace with an unending stream of new low-cost entrants, domestic shipyards and U.S.-flag shipping companies have labored hard to survive. Impressive gains have occurred in shipbuilding as shipowners have signed new orders for commercial deep-draft ships, including the first vessels built for export in four decades."

The AFL-CIO noted in its support for the U.S.-flag fleet that "the Maritime Security Act of 1996 also has established a program guaranteeing the presence of U.S.-flag

shipping in international commerce for the next 10 years."

Push for Involvement

Organizing provided a major theme for the convention.

In his keynote address, Sweeney told the delegates all the work performed by the labor federation "is connected to organizing. We cannot bargain good contracts or pass decent legislation or have a voice in our communities without growing stronger."

But, he added, organizing by itself is not enough. Sweeney urged the delegates to work with the AFL-CIO to become more involved in the political process. He noted nearly 40 percent of union households are not registered to vote.

"That's as many as 16 million potential voters who are unregistered—more than enough to put working families back in control of their lives and their future."

Sweeney then set a goal of registering four million new union family voters by the year 2000.

He called on the delegates to contact their members of Congress to oppose legislation that would allow fast-track negotiations of trade agreements.

(Under the terms of fast track, the administration is allowed to negotiate a treaty that cannot be amended by Congress. The legislators can only

approve or disapprove it. The North American Free Trade Agreement was negotiated under fast-track and did not include protection for workers or the environment. The AFL-CIO opposes any agreements which do not include such protections. See story on page 5.)

Record of Achievement

While noting that he and the AFL-CIO disagree on the need for fast track, Clinton pointed out the many issues on which the administration and labor have worked together: education improvements, better health care, deficit reduction and increased minimum wage, among others.

The president told the delegates he has strongly supported the rights of workers during his term in office.

"Investing in our people also means protecting the rights of workers, to demand their rights. Over the past four years we've defeated callous attempts to repeal prevailing wage laws, to bring back company unions, to weaken occupational safety laws," Clinton said.

"We cracked down on sweatshops and fought to protect your pension funds and make pensions more portable. I have vetoed every piece of anti-labor legislation that has crossed my desk, and I will continue to do so."

Following his presenta-

Continued on page 4



President Bill Clinton vows to continue standing up for America's working men and women by vetoing any anti-labor legislation that may cross his desk.

Congress Approves Program To Construct Two U.S.-Flag Cruise Ships in U.S. Yards

Congress has approved the creation of a pilot project designed to build two U.S.-flag cruise ships in American yards by the year 2008.

With bipartisan support in both the Senate and House of Representatives, the United States-Flag Cruise Ship Pilot Project is part of a larger effort to convert U.S. shipyards from building warships to commercial vessels.

The ships will be used in the Hawaiian Islands' trade. Under the terms of the project, American Classic Voyages will be allowed within the next 18 months to register a foreign-built cruise ship under the U.S. flag and sail it with American crews until the second passenger ship is built and in service. American Classic Voyages operates the SIU crewed *SS Independence*.

SIU Vice President Contracts Augie Tellez noted that the program as it has been created will mean more jobs for Seafarers as the ships come on line.

Senator Daniel Inouye (D-Hawaii), who along with Senator Ted Stevens (R-Alaska), pushed for the project, called the effort "a milestone for our U.S.-flag cruise industry. After decades of dormancy in the oceangoing U.S. cruise ship arena, we now have a U.S. company that is willing to

make a very substantial investment to try to rebuild our once proud U.S.-flag passenger fleet."

Joining the two senators in support of the pilot program on the other side of the Capitol were Representatives Bob Livingston (R-La.) and Neil Abercrombie (D-Hawaii).

Speaking on the floor of the Senate on September 25, Inouye told his colleagues the project "will jump start cruise ship construction in the United States, develop the U.S.-flag cruise industry and help reduce U.S. shipyard dependence on [Defense Department] construction—all without federal funds."

Create New Jobs

"The pilot project will create thousands of American jobs in U.S. shipyards during construction and onboard the vessels upon completion," the Hawaii senator stated.

"It will create some 2,500 shipyard and subcontractor jobs throughout the construction project. And upon completion of the new ships, more than 2,000 permanent onboard and shoreside support jobs will be created."

Additionally, he pointed out that nearly 750 American shipboard jobs will be created when the re-flagged cruise ship enters

the island market.

Inouye outlined how foreign-flag cruise ships dominate the passenger market to the detriment of the American economy.

"Of the 30 companies operating in the North American market, three companies—foreign companies—command more than 70 percent of the market. These foreign ships are obviously built in foreign shipyards. They employ very cheap foreign labor and operate outside our regulations. They pay no U.S. taxes and are not available for U.S. emergencies."

Defense Community Support

The highly decorated World War II veteran noted the project has the support many involved with defense and national security, including Assistant Secretary of the Navy John Douglass.

The senator repeated Douglass' assertion that "the construction of large, oceangoing cruise ships [is] vital to transitioning U.S. shipyards back into the construction of cruise ships and to sustain this country's shipbuilding base."

He also noted the Navy's interest in the project to explore "the potential use of the hull design for these cruise ships as the hull design for future Joint Command and Control ships."

When he introduced the project earlier this year, Inouye pointed out how cruise ships have been converted in times of war to transport soldiers. He recalled his own experience during World War II sailing across the Pacific aboard a converted passenger ship.



The SIU's manpower office keeps track of who is available to ship and what vessels need crewmembers through the use of information walls, computers and telephones. Staffers Karen Quade (left) and Carol Johnson monitor activities on their computers.

Manpower Office Provides Immediate Tracking Of Members' Availability

From issuing a job order to a port to keeping track of Seafarers registered on the beach waiting to return to work, the SIU's manpower office provides the union with the overview of all shipping activities involving its membership.

The office, located in Piney Point, Md. at the Paul Hall Center for Maritime Training and Education, is connected electronically to all SIU hiring halls. From the moment a member signs off a ship and registers to the time he or she throws in at the counter and is shipped out, the manpower office maintains an active record of the Seafarer in its computers.

Through this system, the union has an accurate daily account of who is available for shipping, of what ratings in which department the member sails and in what part of the country the member is living.

Headquarters Representative Carl Peth, who oversees the day-to-day operations of the office, noted this is how the union is able to crew ships in times of emergencies, such as the Persian Gulf War in 1990 and 1991.

"We can operate 24 hours a day, seven days a week, working with our halls to handle such a

request as was done during Operations Desert Shield and Desert Storm," Peth stated. "Of the 58 ships called to active duty and crewed by the SIU during that time, not one ship was delayed because of a shortage of unlicensed seamen."

The tracking system is activated when a member returns to his or her hiring hall and registers that he or she is ready to ship out. The information is typed into a computer at the hall and sent immediately to the manpower office.

Manpower, by working with the Paul Hall Center's admissions office, also can monitor and verify the information supplied by the Seafarer concerning training, STCW documentation and meeting other international conventions.

Reports are printed daily on the registration and shipping activities at each port, so the office has immediate information on the availability of members.

A Seafarer stays in the ready-to-ship records until he or she acquires a job. That information also is transmitted via computer to manpower, which drops the member from the daily registered report.

AFL-CIO Reaffirms Support for Maritime

Continued from page 3

tion on the need for fast-track authority, Clinton then stated, "America is far better off when the friends of working people stand together without letting one issue trump all the others. Friends and allies don't participate in the politics of abandonment; they band together—disagreeing when they must—but banding together."

Reaffirming the president's message of support for working men and women was Labor Secretary Herman.

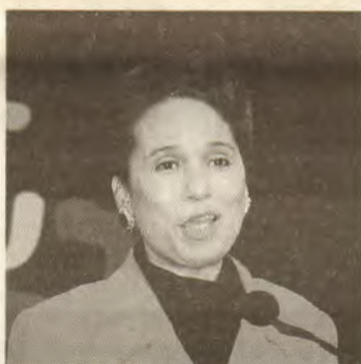
"Together, we have forged an impressive record of achievement. Together, we have served the American worker well. And, together, I feel there is nothing we cannot accomplish," Herman noted.

"I firmly believe—as I know you do—that trade permits the American economy to grow, and for many American workers to find high-wage, high-skill jobs. But I believe—just as firmly—that no American worker can

be left behind if we want to call our trade policy a success.

"It is not enough that some may win and some may lose. Every American must share in this prosperity," the secretary added.

Among the other speakers addressing the convention were Sens. Arlen Specter (R-Pa.), Thomas Daschle (D-S.D.), Edward Kennedy (D-Mass.) and Robert Torricelli (D-N.J.); Rep. Richard Gephardt (D-Mo.); the Rev. Jesse Jackson; and Bill Jordan, general secretary of the International Confederation of Free Trade Unions.



Labor Secretary Alexis Herman tells the delegates to the AFL-CIO Convention, "No American worker can be left behind if we want to call our trade policy a success."

Cape Mohican Crew Praised for Role in Military Exercise

Seafarers aboard the Ready Reserve Force (RRF) vessel *Cape Mohican* were commended by the Military Sealift Command (MSC) Far East Fleet for their outstanding performance during extensive sealift exercises which took place in April during turbulent weather conditions off the coast of Australia.

Following the completion of Tandem Thrust '97, Captain Peter J. Gaskin II, Commander of the MSC Far East Fleet, praised the captain and crew of the OMI Corp. vessel, which the company operates for the Maritime Administration.

"As you steam towards the West Coast, I wish to pass along a hearty bravo zulu for the *Cape Mohican*'s outstanding performance during Tandem Thrust '97."

"In spite of the most difficult conditions caused by Cyclone Justin, the ship carried out every evolution safely, expeditiously and flawlessly. Your support, cooperation and sage advice contributed immeasurably to the success of the deployment, operation and redeployment phases of the JLOTS [joint logistics over the shore] mission during this high visibility combined exercise.

"Additionally, your understanding of MSC Far East operating and reporting procedures have set the standard for others to emulate. Our Australian hosts were most pleased with your attention and consideration of their port procedures and the extra effort each of your crew demonstrated in protecting their environment by compliance with all their rules and regulations. Well done," concluded Gaskin.

JLOTS are practice drills designed to prepare for actual sealift operations. In some cases, all U.S. armed forces send equipment out to the ships, which anchor and then try different loading and unloading operations. JLOTS operations normally have taken place once a year since 1986.

The U.S. Army, Navy and Marine Corps took part in Tandem Thrust '97. The *Cape Mohican*, a participant in several previous JLOTS drills, was selected to participate because of its unique design and demonstrated versatility.

Built 24 years ago in Massachusetts, the *Cape Mohican* (as well as its sister ships, *Cape Mendocino* and *Cape May*) was operated commercially until 1986 when it was

turned over to the Maritime Administration.

Since then, the vessel's configuration has been enhanced to bolster its role as a military lighterage (small barge or parcel of cargo) carrier. For example, additional pedestals were installed to allow the ship to carry undersized lighterage, and container adapter frames (originally designed for carrying containers while the ship was in commercial use) were modified to allow transport of many different types of military lighterage.

The *Cape Mohican* is 875 feet long, 106 feet wide and has a maximum draft of 39 feet when fully loaded. The ship displaces 57,290 tons and has a service speed of 19.25 knots.

The vessel also features a state-of-the-art firefighting system and a 2,000-ton self-synchronizing elevator which is capable of lifting two barges simultaneously.

Because the *Cape Mohican*'s barges can be removed, the ship during military support missions has carried a wide range of materiel, including tugboats, fuel storage containers, tanks and jeeps.

Get Your TRB Now

All Seafarers who have not applied for a training record book (TRB) are encouraged to do so as soon as possible.

Applications are available at all SIU halls and also are printed in the March, April, May, June, July and August issues of the Seafarers Log.

Jointly developed by the Paul Hall Center for Maritime Training and Education, the SIU and Seafarers-contracted companies, the TRB is designed to help SIU members comply with new regulations governing the training and certification of mariners. The document has been accepted by the U.S. Coast Guard.

Original TRBs will be issued at no charge to members.

AFL-CIO Calls for Fair Trade Agreements

Worker, Environmental Protections Must Be Addressed, Convention Declares

Answering the call of the AFL-CIO's new organizing logo "You have a voice, make it heard!", speaker after speaker told delegates to the labor federation's 22nd biennial convention that they must stop attempts in Washington to authorize fast-track negotiations for international trade agreements that do not include provisions to protect workers and the environment.

"We have an eloquent point of view—working families' point of view—and we need to express it loudly and clearly," AFL-CIO President John Sweeney stated as the convention—meeting in Pittsburgh September 22-25—began its consideration of a resolution entitled "Workers and the Global Economy."

"The battle over fast track is important to every union in this room—craft, industrial, service and public union alike—because trade agreements without worker rights and human rights and environmental standards undermine the wages and jobs of us all just as they damage the communities where we live and work," Sweeney pointed out.

That resolution, which passed unanimously, included language that the AFL-CIO would "oppose any extension of trade preferences that does not require adherence to internationally recognized core labor standards and minimum environmental standards."

Such provisions were not included in the North American Free Trade Agreement (NAFTA), which was negotiated using fast-track provisions. The nations covered by NAFTA are Canada, Mexico and the United States.

Under fast track, the Congress gives up its right to amend a treaty. It can only approve or dis-



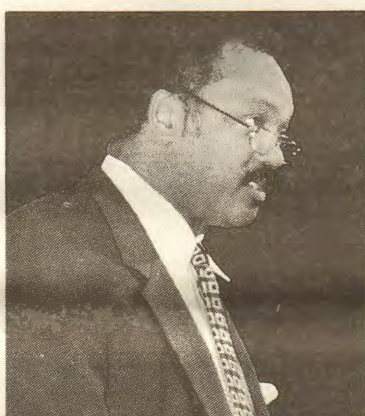
Representative
Richard Gephardt

approve the entire package. President Clinton last month asked Congress to authorize fast-track negotiations to expand NAFTA to countries in Central and South America.

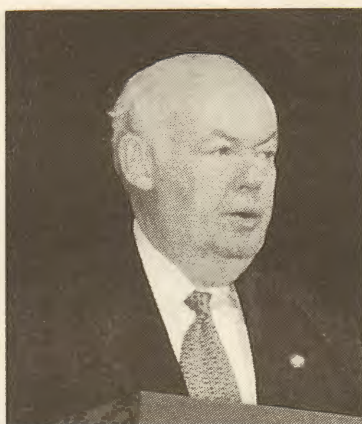
Since NAFTA was implemented in 1994, nearly 400,000 jobs have been lost in the U.S. as companies have closed their factories and moved to Mexico.

Displays Effects

In his address to the convention, House Minority Leader



The Reverend
Jesse Jackson



AFL-CIO President
John Sweeney

Richard Gephardt (D-Mo.) showed slides of the living conditions endured by Mexican workers employed in the factories that have sprung up across the border from the United States.

The photographs, taken by Gephardt during his recent visit to the region, showed families living in cardboard shipping boxes, on dirt floors and with no running water or electricity.

Gephardt then held a poster-sized photo of a young girl he met on the trip.



Senator
Thomas Daschle



Senator
Edward Kennedy

"I looked at her face and realized this little girl is our little girl," he told the delegates.

"We've always stood for what's right. What's happening on our borders is not right! It's not right for her; it's not right for our workers!"

"If we allow this to go on, we will have a race to the bottom!" Gephardt added.

In his address at the end of the convention, the Rev. Jesse Jackson also decried the apparent efforts to lower American living



Senator
Arlen Specter

and working standards based on NAFTA and the proposed legislation to expand it.

"We can compete with any worker in the world," Jackson announced. "We cannot compete with slave labor!"

Senate Support

Joining Sweeney, Gephardt and Jackson in the call for fair trade, rather than free trade, agreements were three members of the Senate.

"No trade agreement is as good as a sweatshop agreement," Sen. Edward Kennedy (D-Mass.) proclaimed. "Instead of weakening labor laws, we should be strengthening them."

"The last thing Congress should do is put hard working men and women in communities across America on a fast track into unemployment lines," he told the convention.

Sen. Thomas Daschle (D-S.D.) stated, "American workers can out-compete anyone, anywhere. We've proven that over and over."

"But we can't win in a 21st century economy by returning to 19th century working conditions. Trade ought to lift the world's standards up, not tear our standards down," said the Senate's Democratic Party leader.

Adding his voice in support was Sen. Arlen Specter (R-Pa.). Acknowledging he had wrongly supported NAFTA when it was proposed, the Pennsylvania legislator noted, "I am totally opposed to fast track."

While legislation to authorize fast track has been introduced to Congress, no date for consideration has been scheduled in either the House or the Senate.

Seafarers March Through the City of Brotherly Love



More than 50 Seafarers participated in the annual Philadelphia Labor Day parade held Saturday, September 6. Union members were joined by their friends and families in the three-mile march through downtown Philadelphia that concluded at Independence Mall.



Seafarers enjoy a shady spot on Independence Mall in Philadelphia following the Labor Day parade. Standing from left are Harry Smith, Ed Haywood, Carl Wolf, Steve Sheeran, Bert Smith, (kneeling from left) Joseph Smith, Allen Smith and John Smith.



The Philadelphia Labor Day parade was a fun event for SIU members who sail from that port. Posing for a photo after the parade concluded are (from left) Jay Chapin, Tim Burns, John Gallagher, Mike Fay, John Haller, Bill McCorkle and Steve Sheeran.

Jones Act Support List Continues to Grow

More legislators are adding their names as co-sponsors of a resolution proclaiming support for the Jones Act, the nation's freight cabotage law.

As of September 30, a total of 227 members of the House of Representatives were listed as co-sponsors of House Concurrent Resolution 65 (HCR 65). With more than half of the 435 members of the House signed on to the resolution, any effort to change or eliminate the 1920 cabotage law would be greatly hampered.

HCR 65 cleared the majority mark just after Labor Day. However, Representative Joseph Moakley (D-Mass.), who along with Representative Gerald Solomon (R-N.Y.) introduced the measure on April 23, said efforts would continue to gain more supporters for HCR 65 which is backed by the SIU.

"Our goal is to make as emphatic a statement as possible about the need and support for the Jones Act and the invaluable contribution a strong domestic maritime industry makes to our economic and national security," the Massachusetts legislator said when majority status for the resolution was reached last month.

"My colleagues understand the important military, environmental, safety and commercial benefits of the Jones Act, a good law that pays big dividends for our nation."

HCR 65 has received broad support from Republicans and Democrats. It has been endorsed by 17 of the 19 House members who sit on committees and panels dealing directly with the U.S.-flag fleet. It also has the support of 20 full committee chairmen and ranking minority party members.

Under the rules of Congress, a concurrent resolution like HCR 65 does not carry the weight of a law. However, it does strongly deliver a formal statement or sentiment of the legislative body.

Despite HCR 65 having the support of a majority in the House, Representative Mark Sanford (R-S.C.) introduced legislation (HR 2420) last month to alter the Passenger Vessel Services Act, the nation's passenger cabotage law. Like a measure (S. 803) offered earlier in the year by Senator Strom Thurmond (R-S.C.), H.R. 2420 would permit larger foreign-flag cruise ships to sail in the U.S. domestic trades. The SIU has announced its opposition to both measures.

Two Boatmen Saved By Global Link Crew

On May 19, 1997, the C.S. *Global Link*, in keeping with the highest tradition of the sea, rescued two men whose 19-foot motorboat capsized in the Persian Gulf some 30 miles off the coast of the United Arab Emirates.

Chief Steward Shawn R. Fujiwara provided the following article about the rescue by the Tyco International vessel as well as the accompanying photographs.

The *Global Link* was enroute to Catania, Sicily after offloading spare cable in Abu Dhabi. The vessel had recently completed laying a major segment of the Fiber Link Around the Globe (FLAG) cable system. This segment was installed between Mumbai, India and Malaysia. (The FLAG project is a 26,000 kilometer system running from England to Japan.)

The cable ship had departed



OS Maurice Ayuso (center) stands between the two survivors. Ayuso was the first to spot the men in the sea.

Abu Dhabi early that afternoon and was headed for the Strait of Hormuz when the lookout, OS Maurice Ayuso, spotted two men shouting and waving frantically while trying to balance themselves on what was left of their boat's hull.

After word was passed to the bridge, AB Terrence Kane assisted as lookout on the wing while AB Karmell Crawford

manned the wheel. Second Mate Bob Duke informed Captain R.A. Jones that there were two men in the water, whereupon the captain quickly gave the order to change course and head for the men. Dusk was setting in fast; there was less than an hour of daylight remaining.

As Capt. Jones maneuvered the *Global Link* close to the capsized boat, rescue efforts on deck were coordinated by Chief Mate Miroslav Mavra. The ship's rescue boat was launched.

On deck, Bosun Jose Gomez and the deck gang prepared the ship for the operation. Once the rescue boat was alongside, the two survivors quickly jumped aboard. The boat then returned to the *Global Link*.

Local authorities were contacted, and the cable ship proceeded to a rendezvous point off the port of Mina Jebel Ali to await transfer of the two men to a coast guard launch. While the survivors waited on board, they were examined by the ship's nurse, Denise Schleif, who found that, except for being exhausted and dehydrated from being in the ocean for more than seven hours, they were in good shape and good spirits, all things considered.

The two men took a hot shower and were given dry clothes to wear while their clothes were being washed. In addition, SA Connie Gaines provided them with hot soup and a snack from the galley.

The rescued boatmen told the crew that they were on their way to a boat race in Dubai, UAE when the accident occurred. They had spent more than seven hours in the shark-infested waters before being spotted by the C.S. *Global Link*. A tanker had sailed past only 30 minutes before but



Helping the two survivors climb aboard the C.S. *Global Link* are Chief Mate Miroslav Mavra, Bosun Jose Gomez, 1st Engineer John Rath and 1st Officer James Herron.

did not see the two men.

With darkness closing in, it was fortunate the cable ship came along when it did. Although the men could speak only limited English, they expressed much gratitude toward the American seafarers.

The *Global Link* held station

outside the channel until the launch arrived to take the men home. After waves and shouts of good-bye, and a promise by the two men to write to their new American friends, the ship resumed its course for Baltimore via cable discharge stops in Sicily and England.



After seven hours in the ocean, the rescued boatmen enjoy hot soup and a snack. Standing behind them are SA Connie Gaines (left) and Nurse Denise Schleif.

New Bedford Port Agent Delivers Workers' Message to U.S. Commerce Secretary Daley

In a New Bedford, Mass. hotel ballroom packed with fishermen, lumpers (fish unloaders), processing workers and their families, SIU Port Agent Henri Francois recently delivered a sobering message to U.S. Commerce Secretary William Daley,

Maritime Briefs

Southern California Ports Lead in Container Traffic

Three California ports were among the top 10 in a list of the nation's ports having the highest flow of traffic. Long Beach and Los Angeles, Calif. were number one and two, respectively, handling more container traffic in the first six months of 1997 than other ports in the U.S. They were followed by New York, Charleston, S.C., Seattle, Wash. and Hampton Roads, Va. Oakland came in seventh, followed by Miami, Houston and Tacoma, Wash.

Loyal Merchant Mariner Kodelya Dies of Cancer at 72

Frank Kodelya, 72, a loyal merchant marine veteran, died July 7, 1997.

He joined the merchant marine in 1943 and retired three years later as an AB. He later was drafted into the U.S. Army for duty in the Korean War.

Although he remained in the Army reserve until he retired as a colonel, Kodelya was a charter member of the Lone Star Chapter of the American Merchant Marine Veterans (AMMV) in Houston and later helped establish six other chapters, including one in St. Louis.

According to a close friend, he devoted all his time to the AMMV because he felt the Army had enough publicity but that the merchant marine was forgotten by the U.S. government.

Kodelya leaves behind his wife, Jo Ela, seven children and 10 grandchildren.

top officials of the National Marine Fisheries Service (NMFS) and Congressman Barney Frank (D-Mass.), who arranged the meeting.

"The agents working on your behalf... are failing in their duty to protect the most vulnerable members of this proud industry: the deckhands, cooks, mates and workers in industries supported by commercial fishing," Francois informed the federal officials.

Francois specifically criticized long-standing NMFS policies which he said reward non-union boats and punish crewmembers by destroying jobs and creating barriers to advancement. These include boat buyouts to reduce fleet size, heavy cuts in fishing days, and development of rules which would allow boatowners to "consolidate" fishing days onto fewer vessels, further reducing available work. (NMFS, the agency charged with managing American fish stocks, is part of the Commerce Department.)

The visit by Secretary Daley to the third-ranked fishing port in the U.S. and the top mainland port in terms of value of fish landed marks the fulfillment of a promise by Rep. Frank, who has worked tenaciously to help this community. Francois, Frank and the many others who testified all underscored the success of industry sacrifices made over the last five years to rebuild depleted groundfish stocks off the coast of New England. Groundfish include the cod, haddock and flounder for which the region is famous.

Despite the success the industry has had in bringing back these stocks—so successful that union fishermen had one of the best years in the past 20 in 1996 despite being limited in fishing days—the government still intends to further reduce fishing time over the next few years. It is hoped that continuing good news in terms of stock recovery and the attention of the highest levels of the Clinton administration will lead to relief in the near future.

As Francois pointed out, "The fish are back not because of what is yet to happen, but because of what has already been sacrificed."

Speedy, Selfless Reaction Rescues Algal Shipmate

In a startling situation that demanded a fast, courageous response, Seafarers aboard the *USNS Algal* delivered.

As a result, they saved the life of a shipmate.

Earlier this year, ABs Jim Crate and Garry Ammar led the successful rescue of Junior Engineer Domingo Mireles after the engine department member fell into icy waters while the *Algal* was anchored in Bremerhaven, Germany. The rescue took place shortly after midnight.

"Had it not been for the alert and immediate action taken by Garry Ammar and Jim Crate, without regard for their own safety, Domingo Mireles' story might well have ended in tragedy," noted Third Mate Ernest Mott, who chronicled the ordeal in a letter to the *Seafarers Log*. "They are real-life heroes, and I'm proud of their example of good seamanship. Credit also goes to the many other crewmembers who responded."

Operated by Bay Ship Management for the U.S. Military Sealift Command, the *Algal* had been in reduced operating status when it received a call to transport military equipment and personnel from Texas to Europe. The vessel docked in Bremerhaven, and cargo operations were suspended until the following morning.

Mireles lost his footing near the gangway and fell into the frigid water. Ammar, on gangway watch, immediately tossed a life ring to Mireles and then radioed for assistance.

While AB David Horton and Third Mate Ruben Abasolo raced toward the scene, Crate scaled down the dock wall and landed on an unsteady fender. He stabilized himself by placing one foot against the ship's hull, one foot against the dock wall and a hand on the fender.

Quickly losing strength, Mireles could not grasp the life ring for more than a few seconds, and the initial attempts to save

him were unsuccessful. Weighted down by water-logged clothes and battling a current, he finally slipped from Crate's grasp and disappeared from sight, under the fender.

According to Mott's letter, "Jim Crate bent over and reached down one more time. He grabbed hold and, in what only can be described as an adrenaline rush, summoned the strength to pull Domingo out of the water with his left arm. This was an incredible feat considering the man's weight, his water-soaked clothes and the adverse current. It was a one-armed curl of well over 200 pounds."

Crate secured a line around Mireles. Then, Ammar, Horton, AB Greg Sheppard and others pulled him onto the dock.

The crewmembers were relieved when Mireles—pale, blue-lipped and exhausted but conscious—quietly said, "I'm okay."

Electrician Roy Zanca, Ammar and Abasolo carried Mireles to his cabin and helped him into a warm shower. After Mireles donned dry clothing and sipped tea brought by Chief Cook Millie Ard, he fell asleep.

Chief Mate William Nehring checked Mireles' vital signs and deemed him unharmed. However, the chief mate, Ammar and AB Ryan Zanca took turns at an all-night vigil at Mireles' bedside in order to ensure that he was okay.

In addition to those already mentioned, SIU members aboard the *Algal* during the rescue included Bosun Lester Hoffman, ABs Ervin Davis and Charles Miller, OSs Ismael Manley, Larry Reed and Ricardo Alvarez, DEU Alvin Franklin, Junior Engineers William Kelley, Darryl White and William Summers, OMUs Michael Repko, Jeffrey Fields and Kim Higgins, Wiper Jose Salcedo, Chief Steward Calvin Hazzard, Assistant Cook Israel McGee and GSUs Myrtis Clark, David Buchanan and Gayl Payton.

Ten Recertified Bosuns Prepare for Leadership Roles

Each of the 10 Seafarers who graduated from the bosun recertification program during last month's membership meeting in Piney Point, Md. took with them a unity of purpose—to become informed on current trends in the maritime industry, including changing shipboard technology and updated seamanship techniques. Yet each also got something more specific which they believe will help them, as individuals, perform their jobs better and prepare them for a leadership role among their fellow crewmembers.

Completing this course of study—the highest curriculum available to Seafarers who sail in the deck department—were **James Blanchard, Joseph Caruso, Mauro Gutierrez, Jeffrey Kass, Nathaniel Leary, Joel Lechel, José Loureiro, Michael Ortiz, Mario Romero** and **Jimmie Scheck**.

As they were called to accept their graduation certificates, each bosun took a turn at the podium to thank the union officials and instructors for their support and encouragement.

As was the case with most of the other graduates, this was not the first time James Blanchard had upgraded his skills at the Lundeberg School. It was, in fact, the fourth such visit for the 57-year-old, who joined the union in 1964 in the port of New Orleans and now sails from the port of Mobile, Ala. Blanchard found his experience at Piney Point to be a very good one and recommended it highly to his fellow Seafarers.

Joseph Caruso, 40, found the first aid and CPR classes to be useful, but particularly enjoyed the time he spent with instructor Ed Boyer learning new wire-splicing ideas. This was also the fourth upgrading course for the 17-year SIU member, who sails from the port of New York. "Upgrading," Caruso said, "is the way of the future. To continue to be the best unlicensed seamen in the world, we have to continue to strive for excellence through education."

Caruso's uncle, also named Joseph, was an SIU member for 43 years. He died last year, and the newly recertified bosun said his graduation "is a tribute to my uncle."



With breathing apparatuses at the ready following a refresher firefighting class, the 10 recertified bosuns and their instructor pose for a photo. From the left (front row) are Mauro Gutierrez, Mario Romero, Joel Lechel, (second row) Nathaniel Leary, James Blanchard, José Loureiro, Jimmie Scheck, (third row) Michael Ortiz, Joseph Caruso, Jeffrey Kass and instructor Stormie Combs.

Mauro Gutierrez, 52, thanked a number of past and present officials who helped him throughout his maritime career. The recertified bosun, who joined the SIU in 1982 in Wilmington, Calif. and continues to sail from that port, said, "I encourage all Seafarers to upgrade. This is a great school with a great staff. God bless the SIU!"

This was Gutierrez's first upgrading course at the Lundeberg school, and he found it a very positive one. "The crane operations course will help me aboard ship, as will learning the proper techniques for loading and unloading cargo the easy way," he noted. And learning to operate a computer was a first for him as well.

Gutierrez was impressed with the facilities at the Paul Hall Center, especially the fact that the faculty members were approachable at all times.

Pointing to paintings of Paul Hall, Harry Lundeberg and Andrew Furuseth hanging behind the podium, Jeffrey Kass, 44, said, "Without that history behind us, none of us would be here."

Kass joined the SIU in 1973 in Piney Point following his graduation from the entry-level program and now sails from the port of Seattle. One aspect of the training he enjoyed was seeing

nine other bosuns from different areas and different backgrounds come together and form a cohesive unit. He, too, believes that his training in firefighting and CPR, as well as in crane and forklift operations, will help him greatly in the future

Repeat Upgraders

Nathaniel Leary, 38, graduated from the entry-level program at Piney Point in 1980, and has upgraded several times at the Harry Lundeberg School.

"Support the SIU and our union leaders. Our officials deserve our thanks," said Leary, who ships from the port of Norfolk, Va. To the unlicensed apprentices in the audience, he stressed, "Upgrading is the key to getting ahead."

"We've got a first-class organization here," noted Joel Lechel, 38, who graduated from the entry-level program at Piney Point in 1979. "The instructors do a great job with everyone. All you have to do is apply yourself."

This was the fifth time back at the school for Lechel, who now sails from the port of Algonac, Mich. "I'm proud to be a key-rated person onboard any SIU ship," he added. "I've accomplished a lot in my life, and the SIU is a big player in it."

Upgrading is very important for Lechel, who was accompanied at the school by his wife and daughter. He urged fellow Seafarers to keep returning to the Lundeberg School to be more knowledgeable in the maritime workforce—not only with regard to firefighting and CPR skills, but also with respect to current and future trends in the industry.

With graduation certificate in hand, José Loureiro, 41, expressed particular thanks to the school's instructors for helping him become more computer-literate. "It always helps to be knowledgeable about computers in this 'computer age' we live in," he stated. But he also expressed his appreciation for the refresher CPR and firefighting courses "because they can save lives."

The experience of meeting other bosuns from all over the country and exchanging ideas

and ways of work with them was a bonus for Loureiro, who joined the SIU in 1988 in the port of San Francisco and who now sails from Wilmington. Having taken the tanker operations/safety course in 1995, Loureiro knew he was in for a positive educational experience, and he urged other SIU members to take advantage of the school as well.

Now sailing from Wilmington, Michael Ortiz, 36, also began his seafaring career following his graduation from the entry-level program at Piney Point. Learning more about how the SIU makes its voice heard on Capitol Hill was very instructive for the new recertified bosun. The benefits of upgrading, he stressed, have no limits.

Ortiz's wife, Susana, accompanied him to the school, and he was most appreciative of the "respect, courtesy and kindness" accorded her by the staff, instructors and union officials.

"Every time I come to Piney Point for a course, I always learn something new," said Mario Romero, 47, who this time gained an awareness of how SPAD works. A member since 1976, he sails from the port of New York. Romero urged all SIU members to take the time to upgrade at the school and become better informed and educated about the maritime industry. For him, being an SIU member is a source of pride in having a secure job. "My home belongs to the SIU because the SIU pays my bills," he said.

In addition to praising all the union officials and instructors at the school, Jimmie Scheck, 40, thanked the steward department "for helping me gain 20 pounds in five weeks."

An SIU member since 1977, Scheck, who was joined at the ceremonies by his wife, Elizabeth, sails from the port of Houston.

"Wire splicing with Ed Boyer was a very good class," he noted. "There are many ways to splice a wire or line, but Mr. Boyer showed us the right way."

"The more knowledge we have about our industry," Scheck added, "the stronger our union can become." To all the teachers and staff at the Lundeberg School, Scheck thanked them for their knowledge and understanding. He also expressed his satisfaction with the refresher courses in CPR and firefighting and with the reports from representatives

from every department in the union and with representatives of the union's health care, vacation and pension programs, among others.

In addition to their hands-on exercises and classroom work at the Lundeberg School in many different areas—such as wire-splicing, military sealift operations, use of the Paul Hall Center's simulator (which reproduces sailing conditions in ports around the world), crane operations and damage control procedures—the bosuns had to demonstrate their proficiency by passing either a written test or a practical exam or both.

They met with representatives from all departments in the union, thereby enhancing their understanding of the many facets that have to come together to make the union strong. Contract enforcement was discussed with officials from the union's collective bargaining department, and representatives of the SIU's health, vacation and pension programs kept them abreast of their benefits.



Mauro Gutierrez, right, is congratulated by SIU President Michael Sacco during graduation ceremonies held during the September membership meeting in Piney Point. Looking on is Nick Marrone, acting vice president of the Lundeberg school.

During a trip to the union's headquarters building in Camp Springs, Md., the 10 bosuns learned about the latest efforts of the SIU's legislative and government affairs departments to promote U.S.-flag shipping and ensure job security for all Seafarers.

With a greater understanding of the workings of both the union in general and of seamanship techniques in particular, these 10 recertified bosuns will now take their knowledge and refined skills to their fellow shipmates—be they seasoned mariners or unlicensed apprentices—aboard ships in all parts of the world.



Many of the bosuns enjoyed the wire-splicing class that was required to complete the recertification course. Practicing some of their new skills are (from left) Nathaniel Leary, José Loureiro and Joel Lechel.



During one segment of the course, Recertified Bosun Joseph Caruso works on improving his proficiency in maneuvering the forklift.

2 Cable Ship Crewmembers Sharpen Medical Skills

When it comes to responding to medical emergencies at sea, Seafarers make sure they are prepared for the challenge. This fact recently was confirmed when two Seafarers aboard the cable ship *Global Sentinel* successfully completed supplemental emergency first aid training sponsored by the company.

Bosun **Tim Fogg** and OMU **Jamie Overby** received certificates following a week-long shipboard course on CPR, anatomy, emergency medication, suturing, intravenous needle techniques, triage usage and more. Crewmembers simulated emergency medical situations requiring practicing patient assessment, treatment and communication.

While the two Seafarers had taken first aid and CPR classes offered by the Harry Lundeborg School of Seamanship in Piney Point, Md., the shipboard course

supplemented their previous training.

In a letter to the *Seafarers LOG*, the master of the *Global Sentinel*, William H. Dowd, commended Fogg and Overby.

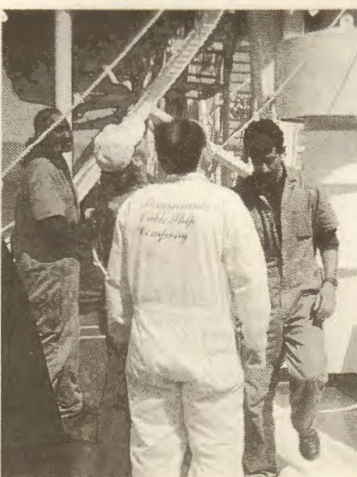
"Both Tim and Jamie showed aptitude, attitude and the ever-present SIU professionalism those of us aboard the cable ships have come to expect," stated the captain.

"Because of this course, they now have the ability to assist the medical personnel or the chief mate on board at the time of injury. More importantly, they can now act as a first responder—the first person on the scene of an accident or the one who discovers an injury. Due to this ability, treatment can begin as soon as the injured crewmember is discovered, saving the most valuable asset in first aid—time. Congratulations to them both," concluded Dowd.



Bosun Joseph Olson carefully lowers the old banner from the stack of the *Global Sentinel*.

The *Global Sentinel* and her sister cable ships, the *Global Link*, *Global Mariner*, *Long Lines* and *Charles L. Brown*, were sold by AT&T earlier this year to Tyco International, a manufacturer of industrial and commercial products. The five cable ships were part of AT&T's Submarine Systems Inc.



Crewmembers prepare to remove the Submarine Systems Inc. banner from the *Global Sentinel*. Tyco International's logo will be painted on the vessel's stack.



While the *Global Sentinel* was docked in the port of San Francisco, Bosun Tim Fogg and OMU Jamie Overby completed a supplemental course in emergency medical training.

Seafarers Achieve Academic Honors



Seafarer Chris Kavanagh (left) receives a certificate of achievement from instructor Rick Prucha for completing College Mathematics 101 with a 4.0 average. The course is a three credit college level course which covers elementary algebra topics, including equations, systems of linear equations, operations with monomials and polynomials, geometry of linear equations and quadratic equations.



SIU member Bill Churney (center) is presented with his Maryland High School diploma by instructors Peggy Densford (left) and Lynn Mack. Churney successfully passed the General Equivalency Diploma (GED) exam in June after completing the 12-week GED preparation course at the Lundeborg School.

Don't Just Dream of an Education, Act Now

Filling out the coupon below is the first step toward pursuing your hopes, dreams and goals for a higher level of education.

All Seafarers and their spouses and children who plan to attend college are encouraged to send away for the 1998 SIU Scholarship Program booklet. It contains eligibility information, procedures for applying and a copy of the application form. (The program books also are available at all SIU halls.)

Seven monetary grants will be awarded in May 1998 to three SIU members and four dependents. One of the three scholar-

ships reserved for SIU members is in the amount of \$15,000 and is intended to help cover the cost of attending a four-year, college-level course of study. The other two are for \$6,000 each and are intended as two-year awards for study at a post-secondary vocational school or community college. Four scholarships are awarded in the amount of \$15,000 to the spouses and dependent children of Seafarers.

The Seafarers Welfare Plan (which sponsors the program) has awarded 255 scholarships to date. The recent activities of one 1978 recipient, Gordon Chew, is featured at right.

tured at right.

Filling out the application form is not difficult, but it will require some time to collect all the paperwork which must accompany the written form. These items include transcripts and certificates of graduation, letters of recommendation, results of College Entrance Examination Boards (SAT) or American College Tests (ACT), a photograph of the applicant and a certified copy of his or her birth certificate.

The entire package must then be mailed and postmarked **ON or BEFORE APRIL 15, 1998.**

Please send me the 1998 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Seafarer's Name _____

Seafarer's Social Security Number _____

Street Address _____

City, State, Zip Code _____

Telephone Number _____

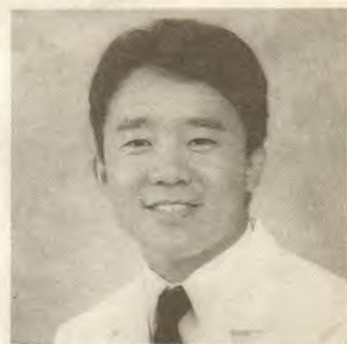
This application is for: ☐ Self ☐ Dependent

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

10/97

Doctor Chew Helped by Scholarship

In May of 1978, when 18-year-old Gordon Chew was selected to receive a 4-year scholarship from the Seafarers Welfare Plan, he said he was planning to attend the University of California at Berkeley in the fall as a biochemistry major. The son of Yak Lim (who sailed in the steward department) and Yim Ching then hoped to enter medical school and become "as good a physician as I can."



Gordon S. Chew, M.D.

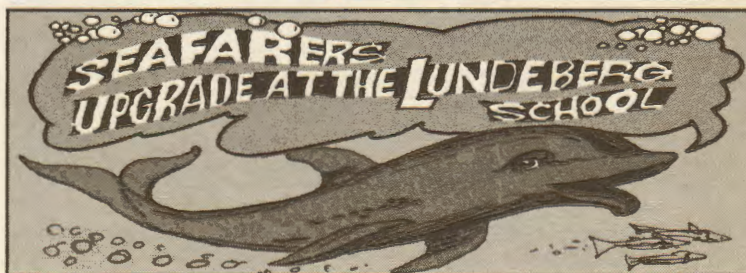
Lofty words for someone just out of high school, but Chew has done what he set out to do. In a letter written last year to the scholarship committee members of the Seafarers Welfare Plan, Chew updated them on his activities.

"I am doing well. Since completion of my undergraduate studies in biochemistry at the University of California at Berkeley, I have continued to pursue my career in medicine. I have graduated from the School of Medicine at the University of California at San Francisco and have completed a medicine internship.

"Currently, I am working in an Emergency Medicine Residency Training Program, helping to care for patients with acute injuries and illnesses and developing my skills as a future emergency medicine physician.

"Thank you for your help. I feel very fortunate to have been selected as one of your scholarship recipients."

Sincerely,
Gordon S. Chew, M.D.



Unlicensed Apprentice Program Works Aboard Sea-Land Hawaii

The new unlicensed apprentice program at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. is in full swing aboard the *Sea-Land Hawaii*.

Mark Gaffney and Jeff Lagana just completed their first voyage on the Sea-Land Service container-ship, which recently held a payoff in Port Elizabeth, N.J.

One component of the apprenticeship is a 90-day shipboard training and assessment phase. During this segment, students like Gaffney and Lagana work aboard SIU-contracted vessels, where they gain hands-on experience in all three departments. This not only helps them develop a broad range of shipboard skills, but also assists them in identifying whether they are best suited to work in the deck, engine or steward department.

During the payoff, Bosun Jim Carter (who took

the photographs appearing on this page) commended the two unlicensed apprentices for "not just a fine, but an outstanding job performance" and noted that all SIU members should "be proud of individuals such as these."

In conducting the union meeting aboard ship, SIU Patrolman Sean Ryan called on fellow Seafarers to be a guiding hand for the new apprentices "for they are our future and the future of our industry."

Gaffney, who was very enthusiastic about his 90-day training and is eager to start sailing, stated that learning from the experience of other crewmembers has been a fantastic experience for him.

Lagana agreed, noting that the working education he gets from the other crewmembers is "the best any individual could receive in any industry" and that he was "happy to be among some of the best and well-seasoned seamen in the world."



The first unlicensed apprentices to sail aboard the *Sea-Land Hawaii* get positive reinforcement for their efforts during the shipboard union meeting. From the left are Unlicensed Apprentice Mark Gaffney, SIU Patrolman Sean Ryan, Unlicensed Apprentice Jeff Lagana and Chief Steward Glenn Bamman.



Chipping away old paint, as is being done by AB Jay Thomas (left) and AB Theodore Bush, is an important maintenance procedure.



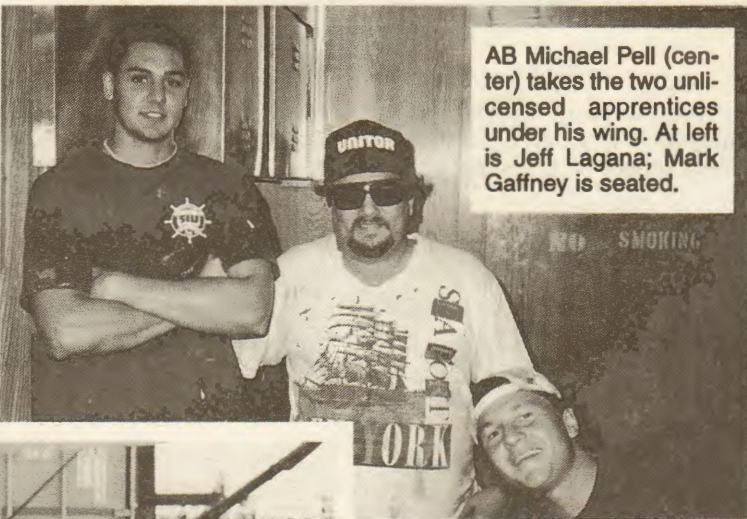
Bosun Jim Carter puts the finishing touches on the *Sea-Land Hawaii* nameboard.



Posing for a group photo following the union meeting are (from left) Chief Cook David Valle, Chief Steward Glenn Bamman, AB Brad Brunette, Chief Electrician Daran Ragucci, Messman Roberto Lambert and Oiler José Villot.



Left: It's coffee time for AB Jay Thomas aboard the *Sea-Land Service* container-ship.



AB Michael Pell (center) takes the two unlicensed apprentices under his wing. At left is Jeff Lagana; Mark Gaffney is seated.



Putting a coat of primer on the starboard #6 hatch is AB George Giraud.



Bosun Jim Carter (right) gives Unlicensed Apprentice Jeff Lagana some painting pointers.



Holding onto a life preserver signed by some of the crewmembers are Engine Utility Jose Perez (left) and AB Tan-A-Joon.



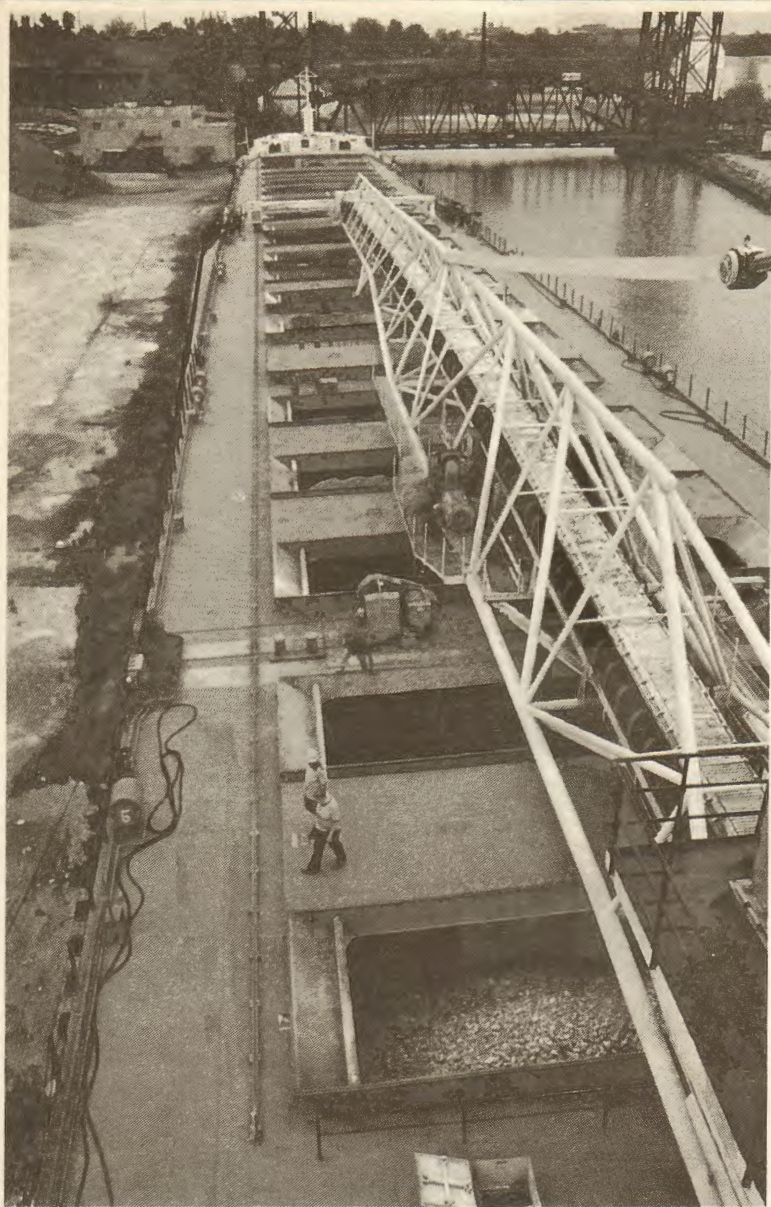
During the payoff in Elizabeth, N.J., SIU Patrolman Sean Ryan (left) answers some questions for AB Michael Pell.



Unlicensed Apprentice Mark Gaffney rides the bosun's chair to do some painting of the foremast.



AB Al Austin completes the sanding and finishing of the *Sea-Land Hawaii* nameboard, which will be attached to the ship's hull.



Docked at the LTV Steel plant in Cleveland, the *American Republic's* crew waits to begin offloading.

American Republic Maintains Smooth, Around-the-Clock Work Great Lakes Enjoy Cargo Boom

Seafarers sailing on the Great Lakes, including those aboard the *American Republic*, had a busy summer.

According to the Lake Carriers' Association, an organization of U.S.-flag ship companies on the Lakes, Great Lakes vessels moved more cargo in August than in any single month since the 1980s. For the season, U.S.-flag lakers have moved 70,855,525 tons of cargo, an 8.7 percent increase as compared to last year's total at the end of August.

These figures represent a constant flow of work for Seafarers aboard the *American Republic*. They have been busy transporting cargo since the Great Lakes sailing season began in early March.

Except for special loads, the American Steamship Company (ASC) vessel keeps a regular run of carrying taconite ore along the southern shore of Lake Erie from Lorain, Ohio to Cleveland. The *American Republic* makes the voyage every day for LTV Steel, averaging a round trip every 24 hours during the Great Lakes shipping season.

The trip across the lake—a distance of about 40 miles—sometimes lasts slightly longer than two hours. However, navigating the Cuyahoga River, which divides Cleveland, to the first docking location may last up to three hours depending on weather conditions and traffic.

The *American Republic*, named after the old Republic Steel Company, is one of the smallest vessels in the ASC fleet. It was built in 1981 specifically to carry iron ore to steel plants located along the winding Cuyahoga.

The 635-foot ship has bow and stern thrusters as well as eight rudders for the river's sharp turns. The pilothouse is located on the stern so the pilot can handle the ship going backward as well as forward.



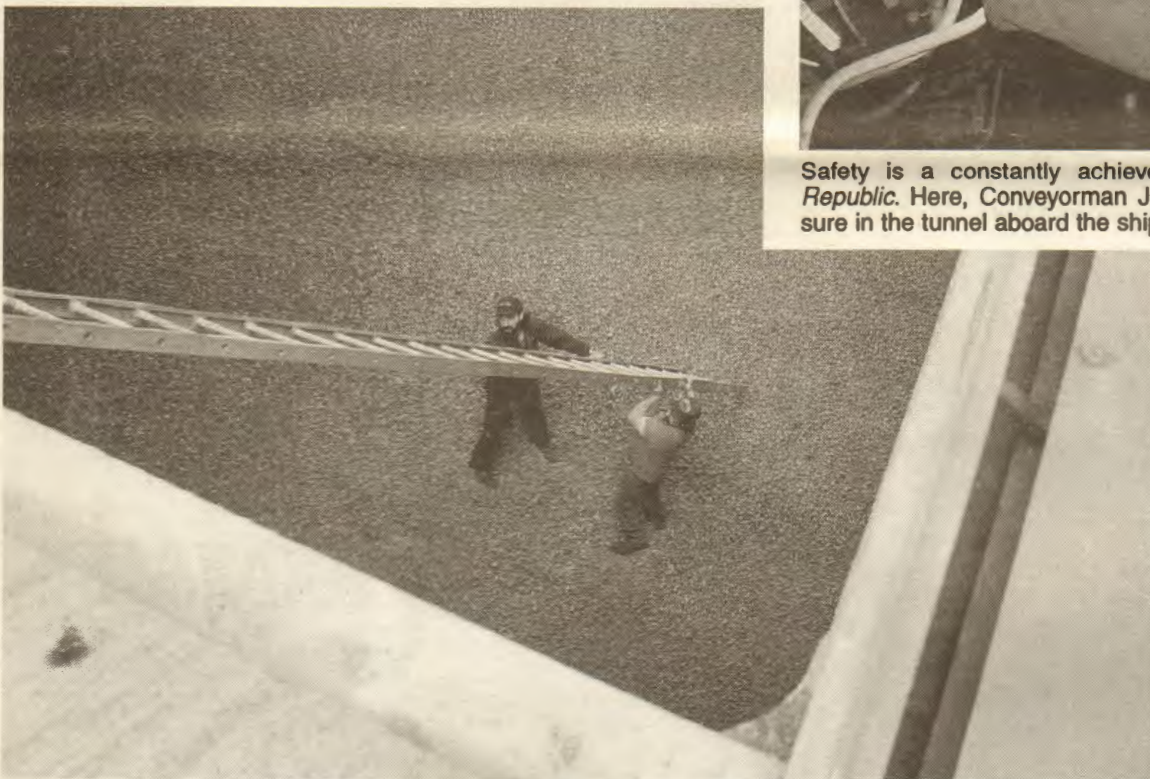
QMED Lonnie Brooks pumps ballast from the *American Republic* to keep the laker level while cargo is offloaded in the port of Cleveland.



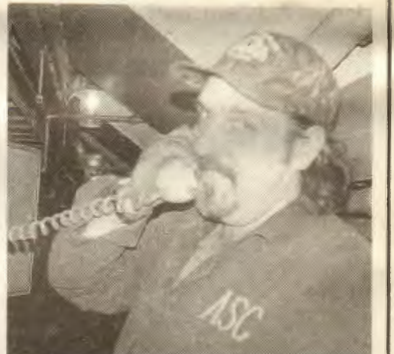
Safety is a constantly achieved objective aboard the *American Republic*. Here, Conveyorman Jeffrey Frankovich regulates air pressure in the tunnel aboard the ship.



Bosun Raul Barrah readies a tow line aboard the laker.

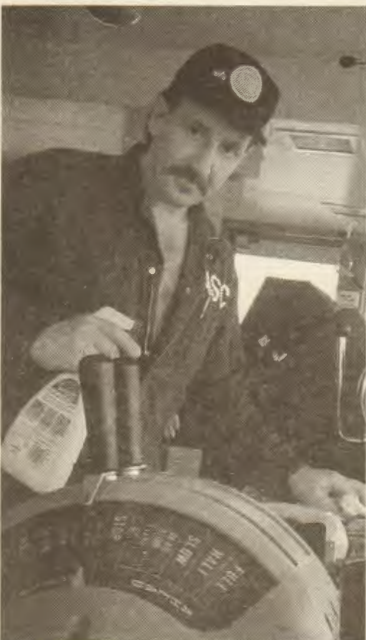


Conveyormen Jeffrey Frankovich (left) and Alan Schliska lower a ladder into a cargo hold to inspect the gate.

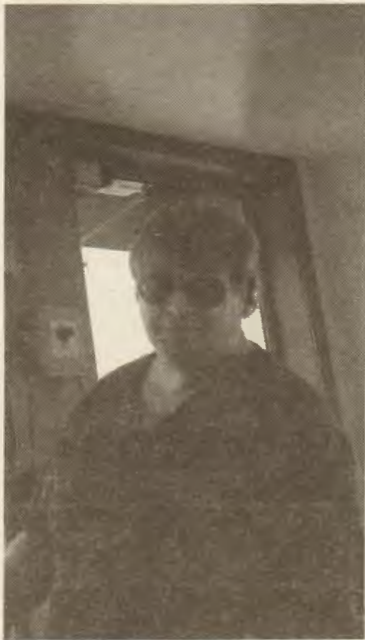


Communicating with the engine room before offloading begins is Conveyorman Alan Schliska

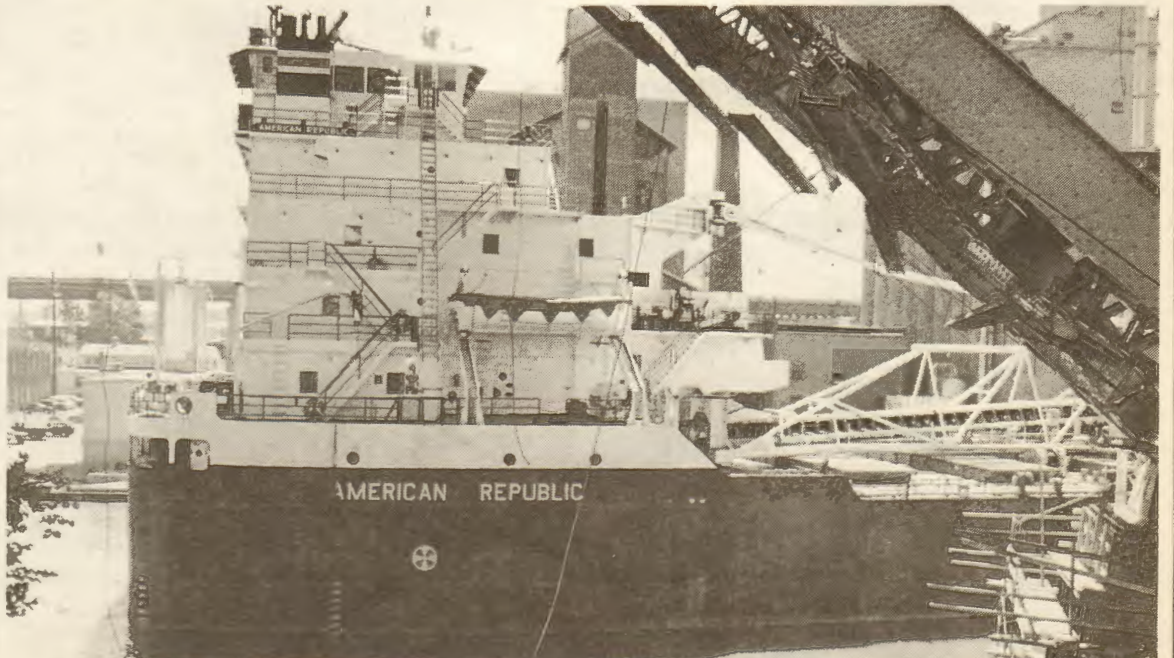
LEFT: For the deck gang, offloading is a key part of the voyage. Bosun Terry Henretta monitors operations to help ensure they go smoothly.



Wheelsman Brendan Murphy helps keep the wheelhouse clean.



Standing by in the pilothouse is Wheelsman Rick Roussin.



The *American Republic* navigates the Cuyahoga River to LTV Steel, located on Cleveland's south side.



Backers Note Industry's Progress

Strong U.S.-Flag Fleet Remains Vital

Representatives of the Clinton administration, Congress and the AFL-CIO—speaking September 18 and 19 at the Maritime Trades Department (MTD) biennial convention in Pittsburgh—noted both the progress made in recent years by the United States maritime industry and the ongoing need for a strong U.S.-flag fleet.

Their remarks echoed many of the points contained in resolutions passed by the convention delegates, who represented the MTD's 32 member unions and 28 port councils. (MTD-affiliated unions represent approximately 8 million members.)

Speakers stated support for America's cabotage laws, the Maritime Security Program (MSP), domestic shipbuilding,



AFL-CIO President John Sweeney, speaking last month at the MTD convention in Pittsburgh, insists that attacks against the Jones Act "are part of a larger attack against every labor protection in every industry."

fair labor laws and other issues that affect working families.

Backing Jones Act

Mort Downey, deputy secretary of the U.S. Department of Transportation, said maintaining the Jones Act is a matter of fairness.

Part of the Merchant Marine Act of 1920, the Jones Act requires that cargo moving from one domestic port to another be transported aboard U.S.-flag, U.S.-crewed, U.S.-built vessels. It has been under attack from foreign agribusiness interests despite widespread support for the law in Congress.

"Forty other nations reserve their domestic trade exclusively for their own flag fleet. None has ever conceded the right to regulate its own domestic commerce," Downey pointed out. "America should do the same and will do no less, even though there are those who would repeal the Jones Act and the 75 years of economic growth it has enabled."

One of the nation's leading authorities on transportation research and development, Downey also pointed to the industry's recent progress that has included enactment of the MSP and a resurgence at American shipyards.

"The Maritime Security Program ensures that America will continue to have American-flag ships, crewed by well-trained, loyal American citizens on commercial- and military-con-

tracted ships. It maintains a modern U.S. fleet to preserve our growing trade and maintain the sealift capacity that's so vital to our security," he said. "The Defense Department understands this is the most cost-effective, best way that they can get the capacity they need."

Meanwhile, U.S. shipyards are rebounding. "Last year alone our maritime administration approved 18 Title XI financing guarantees with a value of more than \$1.1 billion," Downey noted. "And, U.S. shipyards have added hundreds of vessels to their order books (in recent years), including 19 oceangoing commercial ships valued at more than \$750 million. You know how many jobs that creates."

Support from AFL-CIO President

John Sweeney, president of the AFL-CIO, the national federation of trade unions, to which the SIU is affiliated, expressed solid support for the U.S.-flag fleet and demonstrated insightful knowledge of key maritime issues.

"The Jones Act does more than protect American jobs. It protects our national security, our tax base and health, safety and labor standards," he stated. "Attacks against the Jones Act are part of a larger attack against every labor protection in every industry. That is why your fight is every working American's fight."

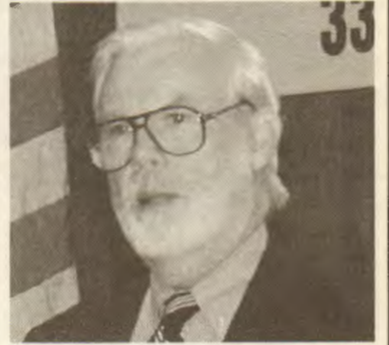
He also noted the tactics of Jones Act opponents and pledged national-level support from the federation to the MTD.

"Because you've been so successful preserving the Jones Act, foreign shipping groups have been trying to weaken protections of American shipping in state legislatures. We will stand with you in the state capitals just as we stand with you in our nation's capital," Sweeney said.

Another focal point for the AFL-CIO president was organizing, and he used Avondale Shipyard as a prime example of the need for a return to fairness in U.S. labor law.

"Corporate America is using every trick in the book to deny workers their right to join unions and organize unions," he declared. "If you win the election, then the company stonewalls before they'll bargain a contract."

"We saw this at Avondale shipyard in (New Orleans), where the company has used illegal firings, layoffs, transfers, threats and surveillance to break the spirit of the workers who voted for union representation more than four years ago. To add insult to injury, that yard gets 90 percent of its business through the U.S. Navy. That is why we're working with the Clinton administration to make sure that federal contracts are not awarded to companies that violate the letter and the spirit of federal law."



A surge in new business at U.S. shipyards and enactment of the Maritime Security Program highlight recent progress for the U.S. maritime industry, notes Mort Downey, deputy secretary of the U.S. Department of Transportation.

Members of Congress who addressed the convention, including Reps. Peter King (R-N.Y.) and William Coyne (D-Pa.), each strongly proclaimed his support for U.S.-flag shipping.

"Unless we have a strong merchant marine, we are not going to be a national power," said King. "The Jones Act and the Maritime Security Act are not just labor issues, they are national security issues. We need a strong maritime industry."

Coyne said America's cabotage laws must be preserved. "I strongly support the principle that Americans should buy, build and ship American. That means that Congress must maintain the Jones Act and the Passenger Vessel Services Act," he stated.

Congressmen Target Key Goals For Fair Treatment of Workers

The five legislators who addressed the MTD convention in Pittsburgh last month spelled out key steps that must be taken to ensure fair treatment of American workers and their families.

Foremost on that list of objectives are fair trade agreements, job security and an equitable sharing of the financial successes companies enjoy through increased worker productivity.

With proposed fast-track legislation becoming perhaps the most passionately debated issue this fall on Capitol Hill, the congressmen focused many of their comments on U.S. laws governing international trade. (See related story on page 5.)

"We're steering U.S. trade policy straight into the rocks," said House Minority Whip David Bonior (D-Mich.). "This is not an argument over protectionism versus free trade. It's a discussion about harnessing the powers of the markets to promote long-term prosperity for everybody, rather than sinking to the lowest common denominator so a handful of economic elites can reap quick profits. It's just common sense to ask other countries to raise their standards instead of lowering ours."

When fast-track negotiations for international trade agreements are used, the Congress loses its right to amend such treaties. Instead, it only can vote for or

against the proposal.

Fast-track negotiations were used to craft the North American Free Trade Agreement (NAFTA), a pact among the U.S., Mexico and Canada that took effect in January 1994. The president is seeking use of fast-track authority to develop agreements similar to NAFTA with Central and South American nations.

Bonior and the other speakers reviewed the numerous negative effects NAFTA has had on American workers—most of which stem from unenforceable, so-called side agreements ostensibly written to protect workers' rights and the environment—and warned against repeating those mistakes.

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

The Michigan Democrat also recalled a recent visit to Mexico earlier this year during which 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.

"The United States American Medical Association called the maquiladora area [which is where numerous factories have been built along the U.S. border] a cesspool of infectious disease. No wonder children born in these areas suffer a high rate of birth defects," he stated.

"It is appalling that so few people hold the polluters responsible."

He further noted that 3 million uninspected trucks roll into the U.S. from Mexico each year, carrying produce and other goods. "And that's not all that crosses the border. The Drug Enforcement Agency estimates that 70 percent of all the cocaine coming into the U.S. crosses the Mexican border," he observed.

Massive Job Loss

Rep. Ron Klink (D-Pa.) said Congress "cannot allow fast track to occur. We have proof [that it doesn't work], because fast track is what gave us NAFTA, it's what



Representative Ron Klink



Representative David Bonior



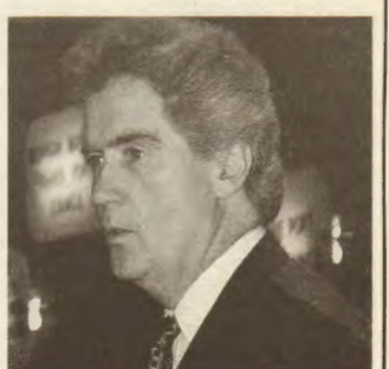
Representative James Traficant



Representative Peter King

gave us GATT [the multinational General Agreement on Tariffs and Trade]. As a result, between 500,000 and 600,000 jobs have been lost in this nation."

Klink contended that if "fast-track authority is extended, we're going to extend the same kind of trade mistakes that have already seen us ship industries offshore.... We must have hearings on each of these agreements, look at them in great detail, or we're going to see



Representative William Coyne

Continued on page 14



Father Sinclair Oubre, clergyman and SIU member



Frank Pecquex, executive secretary-treasurer, MTD



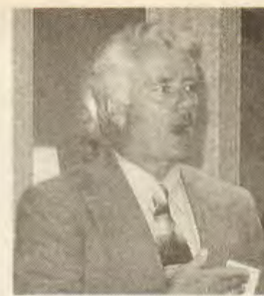
William Zenga, vice president, Maritime Trades Department



Gunnar Lundeborg, president/secretary treasurer, Sailors' Union of the Pacific



Gil Bateman, director of government employees, IBEW



Dean Corgay, vice president, Seafarers International Union



James Norton, president, Graphic Communications International Union



Ted Hansen, vice president, Hotel and Restaurant Employees



Carolyn Gentile, general counsel to Seafarers Plans



Larry Jackson, president, American Federation of Grain Millers



Thomas Skowronski, executive vice president, Marine Engineers' Beneficial Association



Nancy Ross, vice president, Hotel and Restaurant Employees



Raymond Robertson, general vice president, Iron Workers



Richard Hughes (I), general president, Longshoremen's Association of America



Byron Kelley, vice president, Seafarers International Union



George McCartney, vice president, Seafarers International Union



Paul McCarthy, vice president, Marine Engineers' Beneficial Association



R. Thomas Buffenbarger, president, International Association of Machinists and Aerospace Workers



Pat Coughlan, vice president, Hotel and Restaurant Employees



Lenore Miller, president, Retail, Wholesale and Department Store Union



Richard Davis, vice president, United Steelworkers of America



Howard Richardson, vice president, Hotel and Restaurant Employees



Whitey Disley, president/secretary treasurer, Marine Firemen's Union

WORKING



Richard Cordtz, president, Service Employees International Union



Warren Mart, vice president, International Association of Machinists



Tom O'Connor, president, Boilermakers Local 154



Theresa Hoinsky, president, Fishermen's Union of America



Gilles Beauregard, secretary treasurer, Office and Professional Employees International Union



Steve Edney, National Director, United Industrial Workers



Ed Sullivan, business manager, Operating Engineers Local 57



Wayne Gyenizs, business manager, Operating Engineers Local 478



Bill Scheri, general vice president, International Association of Machinists



Jack Sciarrino, vice president, Pipefitters Local 272



Jacob West, president, Iron Workers



President, Maritime Union



Robert McKay, secretary-treasurer, American Maritime Officers



Michael McKay, president, American Maritime Officers



John Fay, executive vice president, Seafarers International Union



John Bowers, president, International Longshoremen's Association



Kermett Mangram, assistant vice president, Seafarers International Union



Charles Jones, president, International Brotherhood of Boilermakers



General president of Atlantic Coast, International Union, Bob Gleason (c), secretary treasurer, ILA, and director of public relations, ILA



Alex Shandrowsky, president, National Marine Engineers' Beneficial Association



Frank Hanley, president, International Union of Operating Engineers



Bill Bayne, assistant to the president, Pipefitters



Wayne Steward, vice president, Operating Engineers Local 25



Tom Kelly, vice president, American Maritime Officers



Buck Mercer, vice president, Seafarers International Union



Angus "Red" Campbell, retired vice president, Seafarers International Union

Delegates participating in the 1997 AFL-CIO Maritime Trades Department biennial convention focused on key issues affecting America's working families. Pictured on these pages are some of the delegates and guests who attended the two-day meeting last month in Pittsburgh.



Ed Cleary, president, New York AFL-CIO



Robert Spiller, organizer, Iron Workers



Jim McGee, assistant vice president, Seafarers International Union



Phil Clegg, secretary-treasurer, American Radio Association



Bill Banig (l), executive assistant to secretary-treasurer, and Carlo Tarley, secretary-treasurer, United Mine Workers



Captain Jim Hopkins (l), secretary treasurer, Masters, Mates & Pilots, Captain Tim Brown, president, MM&P



Jerry Joseph, executive vice president, American Maritime Officers



Neil Dietz, port agent, Seafarers International Union



Rene Lioeanjie, president, National Maritime Union



David Heindel, secretary-treasurer, Seafarers International Union



Wolfgang Hammer, international vice president, H.E.R.E.



Michael Goodwin, president, Office and Professional Employees



Michael Gavin, business agent, Operating Engineers Local 399



Dougherty, president, Plasterers



Roman Gralewicz, president, Seafarers International Union of Canada



Jerry Wilburn, secretary-treasurer, International Brotherhood of Boilermakers



Edward Brown, vice president, International Longshoremen's Association



Tim Luebbert, international vice president, H.E.R.E.



Doug McMillan, vice president, SIU of Canada



John Phelan, president, Operating Engineers Local 399



AFL-CIO Maritime Trades Department Convention

Navy Sec'y Dalton, TRANSCOM's Gen. Kross Underscore Magnitude of Sealift to U.S. Security

America more and more is relying on sealift, and that dependence will continue growing well into the next century.

Both U.S. Navy Secretary John Dalton and U.S. Air Force General Walter Kross of the U.S. Transportation Command and Air Mobility Command (TRANSCOM) emphasized that reliance during separate remarks September 19 at the AFL-CIO Maritime Trades Department (MTD) convention last month in Pittsburgh. Dalton and Kross particularly accentuated the critical role played by the U.S. merchant marine in America's national security.

Kross, head of the Department of Defense agency that oversees the worldwide movement of supplies for U.S. armed forces, noted that America's "national military strategy is a two-war strategy. Our goal is for our combat forces to carry out our interests in two major regional contingencies [at the same time]."

"We can do that because of the outstanding leverage provided to us by our civilian partners. Without you, we don't have a national military strategy. We don't have a two-war capability or a one-war capability or an ability to globally engage in peace," Kross continued.

The general, who assumed TRANSCOM's leadership in 1996, further noted that U.S. dependence on sealift has grown in recent years and is unlikely to cease.

"We have a mission for our country that will never go away, because human nature won't change. People like Saddam Hussein won't change. The laws of physics also won't change, meaning we'll still have earthquakes and hurricanes and other disasters where people need our help."

That assistance is delivered quite economically, he pointed out.

"By charging rates to move things as we create readiness, we recoup our annual operating costs 80 cents to the dollar. We are a tremendous value to the American taxpayer," Kross explained.

Illustrating the importance of sealift, the general noted a saying often used by TRANSCOM's Army component: "Nothing happens until something moves. That applies to the Longshoremen, the Seafarers and everybody else. Nothing happens until we get in the game and get the goods to the fight. We're normally the first in, we're normally the last out."

Moreover, he declared that the U.S. merchant marine's consistent record of loyal and effective service in times of conflict bolsters the confidence of himself and other U.S. military officials.

"I saw it personally during the Persian Gulf War," recalled Kross, who served as America's director of operations and logistics for all defense transportation requirements at TRANSCOM during Operations Desert Shield and Desert Storm. "You were there. You went into harm's way. You did it on time, and never a single ship had to wait for you."

"That experience demonstrated how your existence, your professional help and your job secu-

rity are essential elements in our partnership. That's why we support key programs like the Maritime Security Program, the Jones Act and Title XI (which affects U.S. shipyards)."

Kross concluded his remarks by recognizing members of local chapters of the American Merchant Marine Veterans in attendance and pointing out how they represent the solid track record of the U.S. merchant marine. "You were there before, not only in World War II but also in Korea, Vietnam and the Persian Gulf. You're there today, and we know you'll be there tomorrow, as our partner."

Need Quick Response

Dalton told the audience that constant demands for faster response time by the Navy and Marine Corps; plus the sheer volume of U.S. military ships that regularly are deployed, mean added dependence on capable sealift.

"On any given day, one-third of our Navy and Marine Corps is forward-deployed, and over half of our ships are underway. That can only be sustained through a logistics chain that is second-to-none," he said.

For instance, Dalton pointed out that a civilian-crewed vessel operated by the U.S. Military Sealift Command recently executed underway replenishment for a half-dozen Navy ships by making six 4,000-mile round trips during annual exercises designed to hone America's sealift operations.

"This is the level of performance we're asking of today's merchant marine, and it's an example of how critical our sealift capacity is to today's Navy and Marine Corps. . . . Our sailors and Marines are called upon to respond to our national command authority at a rate three times greater than before 1990," he stated.

Dalton added that much is at stake when those servicemen are called into action. "Our naval and expeditionary forces are our nation's 911 force of readiness, ready to go into harm's way at a moment's notice. Our visible presence around the globe is more



With steadily increasing needs for quickly executed sealift, America relies on civilian mariners as an integral part of its national defense system, says U.S. Navy Secretary John Dalton.



U.S. Air Force General Walter Kross, the head of TRANSCOM, tells MTD convention delegates that America's need for sealift always will remain strong. Listening at right is MTD President Michael Sacco.

important today than ever before. And our naval forces provide the necessary regional stability that guarantees freedom of the world's waterways and airways, even in areas of instability ashore."

The featured speaker earlier this year at the Paul Hall Memori-

al Lecture in Washington, Dalton wrapped his comments at the MTD convention by lauding the enactment of the Maritime Security Program and describing the maritime industry as being "at the very core of the strength of America."

Goals Set for Fair Treatment

Continued from page 11

workers' rights that are lost."

One way to keep jobs in America is to purchase U.S.-made goods, said Rep. James Traficant (D-Ohio).

"What will not be done from within Washington must be done from without. The American people must understand that if they market and purchase American products, a lot of our economic problems probably can be abated."

Traficant noted that he has introduced legislation (H.R. 447) that would establish a toll-free number where companies may list American-made goods costing \$250 or more. It would be paid for via nominal fees charged to participating companies, and would make it easier for consumers to locate American-made goods, the Ohio congressman said.

Traficant also stated that he does not see the logic behind fast-track negotiations. When it comes to international treaties, "the Constitution demands a two-thirds ratification vote in the Senate. Why was there no Senate vote on NAFTA? Why shouldn't Congress have the opportunity to amend?"

Underscoring that American workers are not opposed to truly fair competition, Rep. Peter King (R-N.Y.) predicted that extending fast-track authority will only exacerbate the export of American jobs while driving down wages in the U.S. "It's absolutely wrong to ask American workers to compete with slave labor," he said.

King also stated his opposition to a bill that would replace overtime pay with compensatory time off, as well as to the so-called TEAM Act, which would bring back company (sham) unions.

Rep. William Coyne (D-Pa.) summarized the feelings of many working families when he said, "Most Americans are concerned about job security, stagnant wages, the rising cost of health care, retirement and their children's futures. The American dream is threatened and we all recognize that. For the first time in 50 years, the middle class has begun to shrink."

He maintained that "global competition and changes in technology are keeping strong downward pressure on wages and salaries for all but the most highly paid corporate executives and CEOs. Our country is richer than ever, but the economic bonanza has not been equally shared by all Americans."

Rep. Coyne concluded that American workers only want fair treatment, in trade agreements and all other laws.

"We must work to modify fast track so that it includes provisions to adequately address labor and the environment. Failing that, labor's friends, myself included, will reject this legislation."

"Americans deserve to know that if they work hard and play by the rules, they will be guaranteed a decent standard of living and affordable health care when they retire."

Welcoming WWII Merchant Mariners



Members of the Three Rivers and Mon-Valley (Pa.) chapters of the American Merchant Marine Veterans (AMMV) were welcome guests last month at the MTD biennial convention. All veterans of World War II, the mariners were commended by several guest speakers and by MTD President Michael Sacco (standing sixth from left). Pictured with Sacco are AMMV members Richard Dell, Don Trimboth, Mark Byrne, Bob Olsen, Joseph Friedemann, Michael McKee, Leo BeBout, Wilber Driscoll, Joseph Katusa, Romeo Lupinacci, Red Campbell, Roy Mercer, John Hurry, John Manfredi and Mark Gleeson.

Dispatchers' Report for Deep Sea

AUGUST 16 — SEPTEMBER 15, 1997

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups			All Groups				All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	26	14	4	19	7	2	8	64	33	6
Philadelphia	1	5	0	5	5	0	2	4	5	1
Baltimore	3	7	1	7	4	0	1	6	13	2
Norfolk	19	8	5	17	6	3	3	25	18	12
Mobile	14	8	1	5	3	0	1	22	12	1
New Orleans	18	13	1	16	10	2	5	29	18	0
Jacksonville	21	18	6	14	12	5	11	46	22	7
San Francisco	22	8	2	17	7	2	10	42	20	3
Wilmington	15	13	4	11	6	4	4	32	17	5
Seattle	33	22	2	23	14	2	11	56	28	0
Puerto Rico	9	4	2	12	2	2	5	19	5	6
Honolulu	5	12	3	6	10	4	1	8	12	5
Houston	26	15	7	24	16	5	14	34	26	8
St. Louis	4	1	2	0	0	1	0	6	1	1
Piney Point	3	6	0	0	0	0	0	5	7	0
Algonac	1	0	1	0	0	1	1	1	2	0
Totals	220	154	41	176	102	33	77	399	239	57
ENGINE DEPARTMENT										
New York	13	10	1	13	11	0	4	32	11	2
Philadelphia	1	1	0	1	0	0	0	1	4	1
Baltimore	5	7	0	5	7	0	2	5	6	0
Norfolk	6	7	0	7	4	1	0	6	11	3
Mobile	12	8	1	6	2	1	3	13	11	1
New Orleans	5	7	1	10	5	1	2	8	11	3
Jacksonville	14	11	0	15	9	2	10	19	17	2
San Francisco	9	7	0	8	8	0	2	19	15	1
Wilmington	6	8	4	1	5	2	2	13	12	3
Seattle	18	9	2	10	10	1	11	28	10	2
Puerto Rico	3	6	1	6	6	3	3	5	5	3
Honolulu	3	7	9	3	6	6	2	7	14	6
Houston	14	9	7	15	9	3	8	18	11	6
St. Louis	0	1	1	2	4	1	2	1	0	2
Piney Point	1	2	0	2	2	0	0	2	9	0
Algonac	0	3	1	0	2	0	1	1	1	1
Totals	110	103	28	104	90	21	52	178	148	36
STEWARD DEPARTMENT										
New York	14	5	0	11	4	0	7	22	9	0
Philadelphia	4	3	0	1	2	0	1	5	3	0
Baltimore	3	2	0	3	2	0	1	6	2	0
Norfolk	4	3	3	7	3	4	0	5	9	6
Mobile	5	2	1	3	4	1	2	8	2	0
New Orleans	8	3	1	4	3	0	1	13	7	2
Jacksonville	18	4	2	16	1	1	4	28	6	3
San Francisco	23	5	0	21	2	1	9	51	13	1
Wilmington	7	2	0	6	0	0	2	18	7	1
Seattle	31	4	0	18	3	0	11	52	7	0
Puerto Rico	3	1	1	2	1	0	0	5	2	1
Honolulu	11	5	3	7	3	6	10	17	8	5
Houston	13	5	1	12	4	0	3	18	5	2
St. Louis	1	0	1	0	0	0	0	1	0	1
Piney Point	9	4	0	1	4	0	1	11	7	1
Algonac	0	1	0	0	1	0	0	0	0	0
Totals	154	49	13	112	37	13	52	260	87	23
ENTRY DEPARTMENT										
New York	4	24	1	3	24	2	0	9	44	16
Philadelphia	0	2	3	0	0	2	0	1	3	4
Baltimore	1	6	2	0	2	1	0	1	9	3
Norfolk	1	10	12	1	9	15	0	2	14	23
Mobile	1	7	1	0	5	0	0	3	14	4
New Orleans	5	11	6	3	4	6	0	6	23	13
Jacksonville	7	15	7	1	15	5	0	9	29	11
San Francisco	11	14	5	7	5	2	0	21	25	8
Wilmington	7	13	10	4	8	2	0	13	26	16
Seattle	4	15	0	9	8	2	0	8	28	1
Puerto Rico	1	4	3	0	4	2	0	4	8	6
Honolulu	10	38	67	4	25	59	0	11	44	70
Houston	1	13	6	1	10	6	0	1	14	8
St. Louis	0	1	2	0	1	0	0	1	1	3
Piney Point	0	3	1	0	2	19	0	0	10	19
Algonac	1	1	0	1	1	0	0	0	0	0
Totals	54	177	126	34	123	123	0	90	292	205
Totals All Departments	538	483	208	426	352	190	181	927	766	321

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

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

November & December 1997 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: November 3, December 8
New York	Tuesday: November 4, December 9
Philadelphia	Wednesday: November 5, December 10
Baltimore	Thursday: November 6, December 11
Norfolk	Thursday: November 6, December 11
Jacksonville	Thursday: November 6, December 11
Algonac	Friday: November 7, December 12
Houston	Monday: November 10, December 15
New Orleans	Wednesday: November 12*
	Tuesday: December 16
	*Date change due to Veterans Day holiday
Mobile	Wednesday: November 12, December 17
San Francisco	Thursday: November 13, December 18
Wilmington	Monday: November 17, December 22
Tacoma	Friday: November 21, December 26
San Juan	Thursday: November 6, December 11
St. Louis	Friday: November 14, December 19
Honolulu	Friday: November 14, December 19
Duluth	Wednesday: November 12, December 17
Jersey City	Wednesday: November 19, December 24
New Bedford	Tuesday: November 18, December 23

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

Personals

ROBERT JOHN ARNEEL

Please contact Arlene Faracchio in Jacksonville, Fla.

LEONARD A. BEETCHER

Friends or relatives of Leonard A. Beetcher are asked to contact his daughter, Sheila Grossinger, who is seeking information about her father. Beetcher once sailed out of the ports of Duluth, Minn. and Superior, Wis. Sheila Grossinger's address is Rt. 1, Box 206B, Cushing, MN 56443. Her telephone number is (218) 575-2684.

MICHAEL ANTHONY JOHNSON

Please contact Ms. Johnson at (334) 471-3050 as soon as possible.

GENE LATILERE

The Pinto family is searching for their friend, Gene Latilere, who last lived in Brooklyn, N.Y. and may also have served in the U.S. Coast Guard. Anyone with information about the merchant mariner may contact Judy Pinto Ingram at 1151 Bay Ridge Parkway, Brooklyn, NY 11220; telephone (718) 745-5791.

ATTENTION
SEAFARERS



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Michael Sacco
President

John Fay
Executive Vice President

David Heindel
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Augustin Tellez
Vice President Contracts

George McCartney
Vice President West Coast

Roy A. "Buck" Mercer
Vice President Government Services

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgey
Vice President Gulf Coast

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Dispatchers' Report for Great Lakes

AUGUST 16 — SEPTEMBER 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
Algonac	0	32	11	0	18	5	0	14	6
Algonac	0	14	7	0	9	3	0	5	4
Algonac	0	10	1	0	4	0	0	6	1
Algonac	0	34	21	0	20	6	0	14	15
Totals All Depts	0	90	40	0	51	14	0	39	26

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

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

Dispatchers' Report for Inland Waters

AUGUST 16 — SEPTEMBER 15, 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
Atlantic Coast	10	0	0	3	0	0	10	2	0
Gulf Coast	7	0	6	2	0	4	12	0	18
Lakes, Inland Waters	19	0	0	7	0	0	47	0	0
West Coast	1	0	2	10	1	1	6	1	9
Totals	37	0	8	22	1	5	75	3	27
Atlantic Coast	2	0	0	1	0	0	2	1	1
Gulf Coast	0	0	4	0	0	1	8	0	8
Lakes, Inland Waters	11	0	0	5	0	0	11	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	13	0	4	6	0	1	21	1	9
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	0	0	0	0	1	0	8
Lakes, Inland Waters	8	0	0	0	0	0	8	0	0
West Coast	0	1	0	0	0	1	2	1	0
Totals	9	1	0	0	0	1	13	1	8
Totals All Depts	59	1	12	28	1	7	109	5	44

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

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

PIC-FROM-THE-PAST

This photograph, sent to the *Seafarers LOG* by Pensioner Jack Tutwiler of Lutherville, Md. was taken in 1946.

Tutwiler, who retired in 1988, included some background information about the photo.

"After the '46 general strike, the Liberty ship *Benjamin Bourn* (Mississippi Steamship Co.) crewed in Norfolk, Va. to load bagged white flour in New Orleans, bound for Brazil. This is the deck department on the dock at Recife, Pernambuco, Brazil, in November 1946. From Recife, the vessel sailed to Rio de Janeiro for a three-month-stay, then to Santos, where coffee was back-loaded for New Orleans."

Those deck department members that Tutwiler was able to identify are (back row) Jim Pullium (2nd from left), Jim Manes (3rd from left) and Bosun O'Leary (far right). In the front row are Jack Wooten, (2nd from left), Mr. Lincoln (4th from left) and Jack Tutwiler (far right).





Welcome Ashore

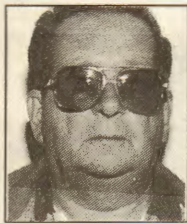
Each month, the Seafarers LOG pays tribute to the SIU members who have devoted their working lives to sailing aboard U.S.-flag vessels on the deep seas, inland waterways or Great Lakes. Listed below are brief biographical sketches of those members who recently retired from the union. The brothers and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

Included among the 21 Seafarers retiring this month are one recertified bosun and one recertified steward—with a combined total of more than 60 years of active union membership.

Recertified Bosun **James R. Colson** and Recertified Steward **Willie Manuel Jr.** began their SIU careers during the 1960s and have been sailing aboard deep sea vessels since. Including Colson and Manuel, 11 of those signing off sailed in the deep sea division, seven navigated the inland waterways, two plied the Great Lakes and one worked in the railroad marine division.

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

DEEP SEA



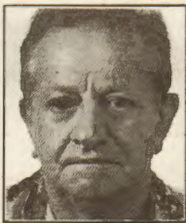
JAMES R. COLSON, 64, graduated from the Andrew Furuseth Training School in 1964 and joined the SIU in the port of Seattle.

His first ship was the *Madaket*, operated by Waterman Steamship Corp. A native of Washington, Brother Colson sailed in the deck department and upgraded at the Lundeberg School in Piney Point, Md., where he graduated from the bosun recertification program in 1974. He last sailed aboard the *Sea-Land Voyager*. Brother Colson has retired to Chehalis, Wash.

JOHN F. DEBOS, 66, started his career with the Seafarers in 1963 in the port of New York. Born in Indonesia, he became a U.S. citizen. Brother Debos sailed in the deck department, last working



aboard the *Sea-Land Explorer*. He makes his home in Las Vegas.



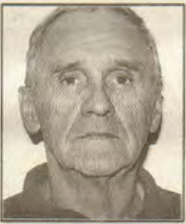
EDWARD EZRA, 68, began sailing with the Seafarers in 1967 from the port of Houston. Brother Ezra worked in the

engine department, last sailing aboard the *Champion*, a Kirby Tankship vessel. Born in China, he became a U.S. citizen and makes his home in Seabrook, Texas.

JAMES L. FAIR, 61, started sailing with the SIU in 1968 in the port of San Francisco. He shipped in the engine



department and upgraded his skills at the Lundeberg School. A native of Tennessee, he served in the U.S. Army from 1953 to 1954. Brother Fair signed off the *Overseas Juneau* and calls Guerneville, Calif. home.

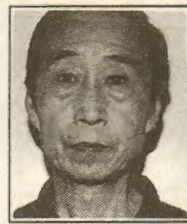


JAMES C. FLEMING, 65, first sailed with the Seafarers in 1963 aboard the *Semmes*, operated by Sea-Land Services. He worked in the

deck department, last sailing aboard the *Overseas Harriette*. Born in Scotland, Brother Fleming has retired to Ridgefield, Conn.

CURTIS E. LANG, 65, began his career with the SIU in 1967 from the port of Jacksonville, Fla. His first ship was the *Burbank Victory*. Brother Lang sailed as a member of the engine department and last signed

off the *Sea-Land Quality*. A native of Florida, he served in the U.S. Army from 1948 to 1951. Brother Lang makes his home in Jacksonville.



TUNG SHENG LEE, 66, first sailed with the Seafarers in 1983 from the port of Honolulu. He sailed as a member of the

deck department. Brother Lee last sailed aboard the *Independence*, operated by American Hawaii Cruises. Born in China, he calls Honolulu home.

WILLIE MANUEL, 47, graduated from the Lundeberg School's entry level training program and joined the SIU in 1967 in the port of Mobile, Ala. His first ship was the *Kyska*, operated by Waterman Steamship Corp. A native of Alabama, he sailed in the steward department and upgraded at the Lundeberg School, where he completed the steward recertification program in 1978. Brother Manuel last signed off the *Liberty Wave*, a Liberty Maritime Corp. vessel. He makes his home in Mobile.



PEDRO MARCIAL, 60, started his career with the Seafarers in 1961 in the port of New York. He worked in the engine de-

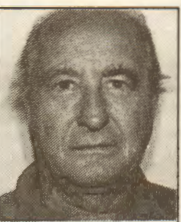
partment, last sailing aboard vessels operated by Sea-Land Service. Brother Marcial has retired to Bayamon, P.R.



ROBERT L. MAYS, 65, began sailing with the SIU in 1950 from the port of Boston. A native of Massachusetts, he worked in the engine de-

partment, last sailing as a chief electrician in 1974 aboard the *St. Louis*, operated by Sea-Land Service. From 1953 to 1955, he served in the U.S. Army. Brother Mays makes his home in Vallejo, Calif.

WILLHELM RETTENBACHER, 73, started his career with the Seafarers in 1965 in the port of Seattle, aboard Isthmian Lines' *Steel Admiral*. Brother Rettenbacher sailed in the deck department. His last vessel was the *Del Oro*, a Delta Steamship Co. vessel, in 1979 and lives in Kirkland, Wash.



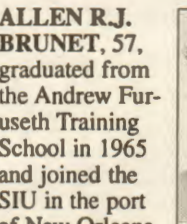
INLAND



KENNETH ALEXANDER, 47, first sailed with the SIU in 1978 in the port of New Orleans. A native of Louisiana, he worked in the

deck department and sailed primarily on vessels operated by Crescent Towing. Boatman Alexander has retired to Gretna, La.

GARY A. BOYLESS, 41, joined the Seafarers in 1980 in the port of Port Arthur, Texas. A native of Michigan, he started out in the deck department and later transferred to the engine department. He last sailed as a chief engineer in 1994 aboard vessels operated by Sabine Towing. Boatman Boyless makes his home in Woodhaven, Mich.



ALLEN R.J. BRUNET, 57, graduated from the Andrew Furuseth Training School in 1965 and joined the SIU in the port of New Orleans. Starting out in the deep sea division, his first ship was the *Alcoa Master*. As a member of the engine department, he upgraded his skills at the Lundeberg School, last sailing as a chief engineer. Boatman Brunet most recently worked aboard vessels operated by Sabine Towing and Transportation. A native of Louisiana, he served in the U.S. Navy from 1959 to 1963. He has retired to Ville Platte, La.

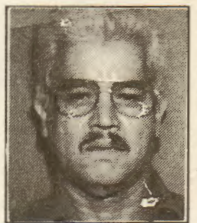


KENNETH GUTH, 62, joined the Seafarers in 1968 in the port of Philadelphia. A native of Pennsylvania, he sailed in the deck department. Boatman Guth last sailed as a captain on the *Ambassador*, operated by Maritrans,

Inc. From 1952 to 1956, he served in the U.S. Air Force. He makes his home in Wildwood Crest, N.J.

WILLIAM A. HALL III, 65, began sailing with the SIU in 1971 from the port of Norfolk, Va. Born in Virginia, he sailed in the deck department. Licensed as a towboat operator, he last sailed as a captain. From 1949 to 1952, he served in the U.S. Army. Boatman Hall has retired to Zephyrhills, Fla.

VICTOR R. ROSADO, 57, started his career with the Seafarers in 1977 in Puerto Rico. Starting out in the engine department, he later transferred to the deck department, last sailing as a captain aboard the *Mariner*, operated by Crowley Marine services. Boatman Rosado upgraded his skills at the Lundeberg School. He makes his home in San Juan, P.R.



LYN O. SEARS, 58, graduated from the Andrew Furuseth Training School in 1959 and joined the SIU in the port of New York. Starting out in the deep sea division, his first ship was the *Azalea City*. Boatman Sears worked in the engine department, last sailing as an assistant engineer aboard vessels operated by G&H Towing. A native of Florida, he served in the U.S. Navy from 1956 to 1959. Boatman Sears lives in Tivoli, Texas.

GREAT LAKES

SAID M. ALTAIRI, 65, joined the Seafarers in 1968 in the port of Detroit. Born in Yemen, he sailed in both the engine and deck departments. He last sailed in 1987 aboard American Steamship Co.'s *St. Clair*. Brother Altairi has retired to Dearborn, Mich.

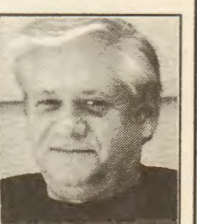


NICKOLAS VERBANAC, 70, began sailing with the SIU in 1957 from the port of Cleveland. A native of Illinois, he worked in the deck department. From 1945 to 1946, he served in the U.S. Army. Brother Largo last sailed aboard the *J.A.W. Iglehart*, operated by Inland Lakes Management. He makes his home in Largo, Fla.



RAILROAD MARINE

NORMAN H. MAJETTE, 62, began sailing with the Seafarers in 1955 from the port of Norfolk, Va. Brother Majette sailed as a deckhand, working for the marine division of the Chesapeake and Ohio Railroad. From 1958 to 1961, he served in the U.S. Army. He makes his home in Foster, Va.



Holiday Issue of LOG to Feature Personal Greetings

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

To ensure that your holiday message is published, please PRINT or TYPE (in 25 words or less) the greeting in the space provided. Photographs are welcome. Also, be sure your greeting is in the holiday spirit.

To give everyone an opportunity to be included, please do not send more than three entries per person. (This form may be reproduced.) On each form, be sure to include your name as well as the name of the person to whom you are sending the greeting. (Your name is necessary since the notices are listed alphabetically by the sender's last name.)

The holiday greetings must be received no later than Monday, November 17, 1997. Entries should be sent to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. You also may FAX copies directly to the LOG at (301) 702-4407.

HOLIDAY MESSAGE (Please Print)

To: _____

From: _____

Sender's Telephone Number: _____

Message: _____

Check the block which describes your status with the SIU:

☐ Active Seafarer ☐ Family Member of Active Seafarer

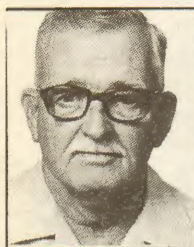
☐ Retired Seafarer ☐ Family Member of Retired Seafarer

Other: _____

Final Departures

DEEP SEA

CHARLES L. AVERA



Pensioner Charles L. Avera, 84, passed away August 19. The Mississippi native was a charter member of the SIU, having joined the

union in December 1938 in the port of Mobile, Ala. Brother Avera worked in the steward department, last sailing aboard the *Del Oro*, operated by Delta Steamship Lines, Inc. A resident of Mobile, he began receiving his pension in March 1978.

RAFAEL AYALA



Pensioner Rafael Ayala, 87, died August 17. He joined the Marine Cooks & Stewards (MC&S) in 1944, before that union

merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). A native of Puerto Rico, he retired to Toa Baja, P.R. in January 1974.

THOMAS C. DEALE



Pensioner Thomas C. Deale, 79, passed away August 3. Brother Deale began sailing with the Seafarers in 1945 from the

port of Mobile, Ala. aboard the *James F. Harrell*. A native of Mississippi, he sailed as a member of the engine department. Brother Deale was a resident of Birmingham, Ala. He began receiving his pension in July 1973.

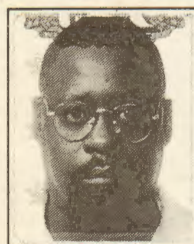
EMMITT ELLISON



Pensioner Emmitt Ellison, 72, died July 2. Born in Texas, he joined the MC&S in 1945 in the port of San Francisco, before that union merged

with the SIU's AGLIWD. Prior to his retirement in December 1978, he sailed as a chief cook aboard the *Santa Mariana*, an American President Lines vessel. Brother Ellison was a resident of Albany, Calif.

EUGENE FINLEY

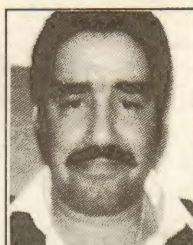


Eugene Finley, 41, passed away August 12. A native of Alabama, he graduated from the Lundeberg School's entry level training program in

1978 and joined the Seafarers in the port of Piney Point, Md. His first ship was the *Charleston*, operated by Sea-Land Service. Brother Finley sailed in the deck department and upgraded frequently at the Lundeberg School. He was a resident of Mobile, Ala.

EDUARDO C. LASSO

Eduardo C. Lasso, 48, died October 5, 1996. He graduated from the Lundeberg School's entry level training program in 1970 and joined the SIU in the port of Piney Point, Md.



His first ship was the *Rachel V*. A native of Puerto Rico, he worked in the steward department. Brother Lasso last sailed in 1992 aboard Westchester

ROBERT R. MERRITT



Marine's *American Heritage*. He was a resident of Puerto Rico.

Pensioner Robert R. Merritt, 75, passed away August 16. Brother Merritt started his career with the Seafarers in 1949 in the port of Tampa, Fla. A native of Florida, he sailed as a member of the deck department. He was a veteran of World War II, having served in the U.S. Navy from 1941 to 1945. Brother Merritt was a resident of Ferndale, Fla. and began receiving his pension in May 1978.

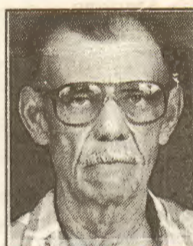
DALLAS T. NEWSOME



Pensioner Dallas T. Newsome, 71, died May 17. Born in North Carolina, he began sailing with the SIU in 1951 from the port of Norfolk, Va. His

first ship was the *Longview Victory*. Starting out in the steward department, Brother Newsome later transferred to the engine department. He upgraded in 1967 to a licensed officer. Newsome made his home in Virginia Beach, Va. and retired in December 1990.

JOSE PRATS



Pensioner Jose Prats, 82, passed away July 22. A native of Puerto Rico, he joined the Seafarers in 1942 in the port of New York. Brother Prats

sailed in the steward department and began receiving his pension in November 1979. He was a resident of Caguas, P.R.

BRUCE SMITH



Bruce Smith, 46, died July 9. He graduated from the Lundeberg School's entry level training program in 1972 and joined the SIU in the port of Piney Point, Md. Born in Indiana, he sailed in the engine department and upgraded frequently at the Lundeberg School. A resident of Houston, Brother Smith last sailed aboard the *LNG Aquarius*.

Robert C. Stewart was a resident of Cambridge, Md.

ROBERT C. STEWART

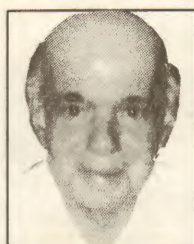


Pensioner Robert C. Stewart, 71, passed away June 20. Brother Stewart began his career with the Seafarers in 1960 from the

port of Baltimore. The Maryland native sailed as a member of the engine department. From 1943 to 1946, he served in the U.S. Navy.

Brother Stewart was a resident of Cambridge, Md.

GUSTAVO VELEZ JR



Pensioner Gustavo Velez Jr., 68, died August 26. A native of New York, he joined the MC&S in 1945, before that union merged with the

SIU's AGLIWD. His first ship was the *Henry W. Longfellow*. Prior to his retirement in January 1991, he signed off the *Sea-Land Liberator*. Brother Velez was a resident of San Francisco.

GOK TEUNG YUEN

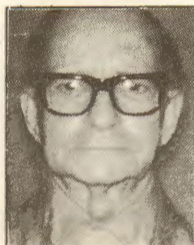


Pensioner Gok Teung Yuen, 78, passed away August 3. Born in China, he joined the MC&S in 1955, before that union merged with the SIU's

AGLIWD. A resident of San Francisco, Brother Yuen began receiving his pension in June 1977.

INLAND

FELIAS P. ARMENTOR



Pensioner Felias P. Armentor, 91, passed away June 29. Born in Louisiana, he joined the Seafarers in 1961 in the port of Port Arthur, Texas. Boatman

Armentor sailed as a tugboat captain. A resident of Port Arthur, he began receiving his pension in June 1971.

GARY GAMBER

Gary Gamber, 43, died May 24. Boatman Gamber started his career with the SIU in 1974 in the port of Baltimore. During his career, the Maryland native sailed as a deckhand and tankerman.

WILLIAM J. GREER SR.

Pensioner William J. Greer Sr., 66, passed away June 28. A native of Alabama, he began his maritime career with the Seafarers in 1955 from the port of New Orleans. He sailed as a captain and upgraded at the Lundeberg School. A resident of LaCombe, La., Boatman Greer began receiving his pension in November 1993.

CHARLES L. HARDESTY

Pensioner Charles L. Hardesty, 92, died July 1. Born in Maryland, he joined the SIU in 1957 in the port of Baltimore. Boatman Hardesty sailed in both the engine and deck departments, as an engineer and later as a tugboat captain. The Baltimore resident retired in June 1967.

WARREN T. MILLER



Pensioner Warren T. Miller, 78, died July 9. A native of Virginia, he joined the SIU in 1961 in the port of Philadelphia. Boatman Miller

sailed as a captain. He served in the U.S. Navy from 1941 to 1945. The World War II veteran resided in Willow Grove, Pa. and retired in January 1981.

BRYANT JARMAN

Pensioner Bryant Jarman, 63, passed

away April 6. He started his career with the Seafarers in 1984 in the port of New Orleans. A native of Alabama, he sailed in the deck department. Boatman Jarman resided in Citronelle, Ala. and began receiving his pension in December 1995. From 1951 to 1956, he served in the U.S. Army.

GAETANO PAGANO



Pensioner Gaetano Pagano, 96, passed away June 13. A resident of Deptford, N.J., he started his career with the Seafarers in

1946. Born in Italy, he sailed in the steward department. Boatman Pagano began receiving his pension in April 1974.

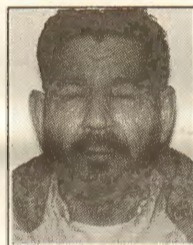
WILBUR H. POTTER



Pensioner Wilbur H. Potter, 79, died June 5. Born in North Carolina, he joined the SIU in 1961 in the port of Philadelphia. He worked in

the deck department, last sailing aboard a Sonat Marine vessel. Boatman Potter was a resident of Belhaven, N.C. and retired in January 1983.

KENDALL REYNOLDS



Kendall Reynolds, 59, passed away July 6. A native of Indiana, he began sailing with the Seafarers in 1987 from the port of Baltimore.

Boatman Reynolds sailed in the deck department and upgraded at the Lundeberg School. From 1955 to 1974, he served in the U.S. Navy.

GREAT LAKES

FRANCIS A. BASLEY



Pensioner Francis A. Basley, 76, passed away July 20. A native of Wisconsin, he started his career with the Seafarers in

1961 in the port of Duluth, Minn. Brother Basley sailed in the engine department and retired in October 1985. He was a resident of Superior, Wis.

ROBERT C. HEDRICK

Robert C. Hedrick, 67, died May 6. Born in Canada, he joined the Seafarers in 1973 in the port of Detroit. Starting out in the deck department, he later transferred to the steward department. Brother Hedrick, a resident of Anchorville, Mich., upgraded at the Lundeberg School.

STEPHEN KOLEK



Pensioner Stephen Kolek, 70, passed away July 9. Brother Kolek started his career with the Seafarers in 1946. A native of Wisconsin, he sailed in the

deck department. Prior to his retirement in January 1988, he signed off the *H. Lee White*, operated by American Steamship Co. Brother Kolek was a resident of Superior, Wis.

RICHARD E. PERRY

Pensioner Richard E. Perry, 68, died June 29. He began sailing with the SIU in 1956 aboard the *William A. Reiss*, a Reiss Steamship Co. vessel, and signed off the same vessel prior to his retirement in September 1991. A native of Pennsylvania, he sailed in the deck department. From 1948 to 1955, he served in the U. S. Navy. Brother Perry was a resident of Manitowoc, Wis.

ALOIS L. VANDERPORT

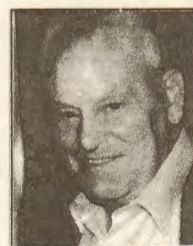


Pensioner Alois L. Vanderport, 77, passed away June 16. A native of Wisconsin, he joined the Seafarers in 1961 in the port of Duluth,

Minn. Brother Vanderport sailed in both the engine and deck departments. He resided in Oakland, Wis. and began receiving his pension in April 1982.

ATLANTIC FISHERMEN

SAMUEL PARISI



Pensioner Samuel Parisi, 83, passed away May 24. A native and resident of Gloucester, Mass., he joined the Atlantic Fishermen's

Union in 1940 in the port of Gloucester, before it merged with the AGLIWD in 1981. During his career, he worked as a deckhand, engineer and fishing vessel owner. Brother Parisi retired in August 1977.

LOG-A-RHYTHMS

The Sea of Love

by Erik R. Marlowe

Our love is like a sea so vast,
that we cannot see the shore.
Our love is like a port, at last,
we have been searching for.
Our love is like a ship that sails
on love's uncharted sea.
But the hands that steer it never fail,
'tis the Lord, our God, you see!
Our love is like a sea so vast,
And yet we have no fear.
For when the final "die is cast,"
the Lord is always near!

(Erik R. Marlowe sails from the port of Philadelphia. He is presently working as a steward assistant aboard the *Global Mariner*.)

Digest of Shipboard Union Meetings

The Seafarers LOG attempts to print as many digests of union shipboard minutes as possible. On occasion, because of space limitations, some will be omitted.

Ships minutes first are reviewed by the union's contract department. Those issues requiring attention or resolution are addressed by the union upon receipt of the ships minutes. The minutes are then forwarded to the Seafarers LOG for publication.

SEA-LAND DEFENDER (Sea-Land Service), June 1—Chairman **James Foley**, Secretary **Raymond Garcia**, Educational Director **Ed Rynberg**, Deck Delegate **Robert Raney**, Engine Delegate **Mothana Moftah**. Chairman advised crewmembers to apply for training record books (TRBs) and upgrade at Piney Point. No beefs or disputed OT reported. Copies of contract received aboard ship. Crew asked contracts department to clarify vacation time. Seafarers extended vote of thanks to steward department for job well done.

SEA-LAND DISCOVERY (Sea-Land Service), July 27—Chairman **Nelson Sala**, Secretary **Vainu'u Sili**, Educational Director **Douglas Greiner**, Deck Delegate **Ron Sagadraca**, Engine Delegate, **Joseph Perry**, Steward Delegate **Efren Ancheta**. Secretary reported smooth sailing. Educational director advised crew to upgrade at Lundeberg School. Treasurer noted \$145 in ship's fund. No beefs or disputed OT reported. Next ports: Oakland and Long Beach, Calif.

OOCL INNOVATION (Sea-Land Service), July 13—Chairman **Felix Santiago**, Secretary **Alonzo Belcher**, Educational Director **Earl Macom**, Steward Delegate **Ricardo Ellis**. Educational director discussed upgrading opportunities available to members at Paul Hall Center. He also stressed importance of donating to SPAD. No beefs or disputed OT reported. Bosun requested new furniture for crew lounge. Crewmembers thanked galley gang for good job.

SEA-LAND RELIANCE (Sea-Land Service), July 6—Chairman **Sean O'Doherty**, Secretary **Gene Sivley**, Educational Director **Amos Jaramillo**, Engine Delegate **George Hoopes**, Steward Delegate **Charles Atkins**. Chairman thanked deck department for job well done and announced payoff in port of Tacoma, Wash. Engine delegate reported disputed OT. No beefs or disputed OT reported by deck or steward delegates. Crew gave special vote of thanks to Chief Cook Atkins and entire galley gang for great July 4th dinner and excellent daily meals.

USNS SHUGHART (Bay Ship Management), July 15—Chairman **Milosz Raciborski**, Secretary **Toyokazu Gonzales**. Educational director urged members to upgrade at Piney Point and donate to SPAD. No beefs or disputed OT reported. Crew asked contracts department to clarify wage increase. Crew commended steward department for varied menus. Next port: Dubai, U.A.E.

LNG AQUARIUS (ETC), August 24—Chairman **John Thompson**, Secretary **Jim Prescott**, Educational Director **Mark Freeman**, Engine Delegate **Stephen Roberts**, Steward Delegate **Rafael Cardenas**. Chairman announced chief mate would like to be informed of members who have completed LNG

recertification course at Paul Hall Center. Crew asked contracts department to clarify if there is a deadline for having LNG recertification. Steward delegate thanked crewmembers for keeping lounge clean and putting movies back in video library when finished viewing. No beefs or disputed OT reported. Crew discussed moving weight room from second level to forward tunnel where rowing machine is located. Chairman asked crew to keep noise down in weight room. Next port: Tobata, Japan.

MAERSK CONSTELLATION (Maersk Lines), August 29—Chairman **Terry Hilton**, Secretary **K. Mageed**, Educational Director **Leonard Strong**, Engine Delegate **Derek Yates**. Bosun thanked crew for safe trip and announced payoff in Concord, Calif. He reminded crew to clean rooms for next member. Bosun discussed expansion of Maersk fleet and creation of additional SIU jobs. Secretary reported June and July issues of *Seafarers LOG* received. Secretary commended galley gang for job well done. Educational director urged members to stay informed of new courses offered at Lundeberg School and upgrade as often as possible. Treasurer announced \$350 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to clarify hazardous cargo pay rates. Crew requested new refrigerator and tape rewinder for lounge area. Next port: Concord.

OOCL INNOVATION (Sea-Land Service), August 10—Chairman **Felix Santiago**, Secretary **Alonzo Belcher**, Educational Director **Earl Macom**, Deck Delegate **Bennie Spencer**, Engine Delegate **Richard Paisley**, Steward Delegate **Jose Ortiz**. Chairman urged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew thanked Chief Steward Belcher and galley gang for job well done. Next ports: Boston; Elizabeth, N.J.; Portsmouth, Va. and Rotterdam.

SEA-LAND CHALLENGER (Sea-Land Service), August 3—Chairman **John Emrich**, Secretary **Robert Castillo**, Educational Director **Larry Holbert**, Deck Delegate **Frank Cammuso**, Engine Delegate **Ramona Gayton**, Steward Delegate **Mario Firme**. Educational director discussed importance of upgrading at Paul Hall Center and reminded members about SIU scholarships. He advised crewmembers to attend tanker operations/safety course as soon as possible. No beefs or disputed OT reported. Crew thanked galley gang for very good meals. Next port: Long Beach, Calif.

SEA-LAND CONSUMER (Sea-Land Service), August 13—Chairman **Francis Adams**, Secretary **Ernie Hoitt**, Educational Director **Scott Duckworth**, Deck Delegate **Pedro Torres**. Chairman

extended vote of thanks to all departments. He advised crew to get training record books (TRBs) and donate to SPAD. Secretary noted all union forms available aboard vessel. Educational director reminded crew to upgrade at Lundeberg School and noted the Paul Hall Center is also a nice vacation spot for Seafarers and their families during the summer. Treasurer announced \$741 in ship's fund. No beefs or disputed OT reported. Bosun urged members to read *Seafarers LOG* to keep up-to-date on union news. Crew extended vote of thanks to steward department for job well done. Crew also gave special thanks to SAs **Angel O'Neill** and **William Munie** for their hard work.

SEA-LAND CONSUMER (Sea-Land Service), August 18—Chairman **Francis Adams**, Secretary **Ernie Hoitt**, Educational Director **Scott Duckworth**. Chairman and crew observed one moment of silence in memory of Paul Hall, "one of the greatest union men of our time." Bosun thanked all departments for their work and reminded crew to apply for training record books (TRBs). He also stressed importance of SPAD donations. Educational director encouraged members to upgrade at Piney Point. No beefs or disputed OT reported. Crew thanked **William Muniz** for cleaning the messroom and lockers. Next port: Elizabeth, N.J.

SEA-LAND ENDURANCE (Sea-Land Service), August 17—Chairman **Bob Trainor**, Secretary **Ray Garcia**, Educational Director **George Evosevich**, Deck Delegate **Matthew McKnudsen**, Engine Delegate **Leonardo Papa**, Steward Delegate **Daniel Maxie Sr.**. Chairman urged members to make solid travel plans and thereby help ensure they can attend classes at Lundeberg School. He advised crew to clean rooms, replace linens and defrost refrigerators before signing off. Bosun announced estimated day and time of arrival in port of Long Beach, Calif. Secretary stressed importance of SPAD donations and upgrading at Paul Hall Center. Educational director reported new television installed in crew mess area to show safety movies during safety meetings. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew welcomed returning Chief Cook **Maxie** and BR/Utility **Fernando Onativia** from vacation and thanked entire galley gang for job well done.

SEA-LAND ENTERPRISE (Sea-Land Service), August 5—Chairman **Elex Cary Jr.**. Chairman urged members to donate to SPAD and return to Piney Point as often as possible to upgrade skills. Educational director reminded crewmembers to apply for training record books (TRBs). Steward delegate reported beef. No beefs or disputed OT reported by deck or engine delegates.

SEA-LAND EXPEDITION (Sea-Land Service), August 3—Chairman **Norberto Prats**, Secretary **Edgardo Vaquez**, Educational Director **Frank Berneo**. Crew discussed Sea-Land's transportation policy for getting crewmembers home. Secretary reported ship scheduled to go into Norfolk, Va. shipyard. Steward asked for a new galley range. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Crew reported smooth sailing.

SEA-LAND GALVESTON BAY (Sea-Land Service), August 19—Chairman **Calvin James**, Secretary **Andrew Hagan**, Educational Director **Herman Manzer**, Engine Delegate **Fernando Aguilar**, Steward Delegate **Lorenzo Sykes**. Chairman informed crew the water fountain handle is broken. He urged members to take advantage of new Seafarers Money Purchase Pension Plan (SMPPP) to accumulate funds for retirement. Crew asked benefits department to send SMPPP information to ship. Educational director stressed importance of upgrading at Paul Hall Center. No beefs or disputed OT reported. Crew thanked steward

wear hard hats on deck while in port. No beefs or disputed OT reported. Crew thanked galley gang for good job in keeping ship clean.

SEA-LAND TRADER (Sea-Land Service), August 24—Chairman **Mike Sorensen**, Secretary **Kevin Dougherty**, Educational Director **Coy Herrington**, Deck Delegate **Robert O'Connell**, Steward Delegate **Michael Northrup**. Treasurer announced \$150 in ship's fund. No beefs or disputed OT reported. Crew asked for information concerning upcoming dry dock period. Crew thanked steward department for job well done.

Safety Drill Aboard the Sam Houston



Steward department members aboard the *Sam Houston* get a whiff of fresh air as they leave the galley to take part in a shipboard fire drill somewhere in the Indian Ocean. From the left in this photo (taken by AB Sherman Hudson) are SA **Ovidio Crespo**, SA **Fernando Guity**, Chief Steward **Roderick Bright** and Chief Cook **Thomas Johnson**. This was voyage 83 for the Waterman Steamship vessel, en route to Morehead City, N.C.

department for job well done. Chairman advised members to apply for training record books (TRBs) as soon as possible. Next port: Boston.

SEA-LAND INDEPENDENCE (Sea-Land Service), August 10—Chairman **Teodulfo Alanano**, Secretary **Joseph Smith**, Educational Director **Randall Firestone**, Steward Delegate **James Boss**. Educational director encouraged members to upgrade at Piney Point school. Deck delegate reported beef. No beefs or disputed OT reported by engine or steward delegates. Crew thanked steward department for job well done.

SEA-LAND NAVIGATOR (Sea-Land Service), August 17—Chairman **Werner Becher**, Secretary **Lynn McCluskey**, Deck Delegate **Robert Natividad**, Engine Delegate **Mel Ferguson**, Steward Delegate **Thomas Gingrich**. Chairman stated ship expected to dock in port of Tacoma, Wash. on time and that next port will be Oakland, Calif. He noted all union medical and upgrading forms are available aboard ship and reminded crewmembers to obtain training record books (TRBs) as soon as possible. Secretary asked contracts department to give crew advance notice of riding gang so additional stores can be ordered. No beefs or disputed OT reported. Chairman advised any crewmember who needs new mattress to inform steward. Crew extended vote of thanks to galley gang for well-prepared meals.

SEA-LAND RELIANCE (Sea-Land Service), August 15—Chairman **Perry Greenwood**, Secretary **Gene Sivley**, Educational Director **Amos Jaramillo**, Steward Delegate **Veronika Cardenas**. Chairman reported payoff in port of Tacoma, Wash. He advised all crewmembers to

USNS LOYAL (U.S. Marine Management), August 21—Chairman **Regina Jakstos**, Secretary **W. Roger Seals**, Educational Director **Ed Louis**, Deck Delegate **Steve Westfall**, Engine Delegate **Ciro Dobric**, Steward Delegate **Rickey Mason**. Chairman read letter to crew from union headquarters concerning SIU dental plan. He suggested all members keep a copy of itemized receipts following dental visits. Chairman welcomed new crewmembers aboard. Secretary reminded crew to separate plastic items from other garbage. Educational director encouraged members to upgrade at Paul Hall Center. No beefs or disputed OT reported.

SEA-LAND HAWAII (Sea-Land Service), September 1—Chairman **Jim Carter**, Secretary **Glenn C. Baman**, Educational Director **Scott E. Speedy**, Deck Delegate **Brad Brunette**, Engine Delegate **Alberto Garcia**, Steward Delegate **David Valle**. No beefs or disputed OT reported. Crew thanked steward department for job well done. Ship heading out to ports in New Jersey, Puerto Rico and Dominican Republic, as well as to Houston and New Orleans.

LIBERTY SPIRIT (Liberty Maritime), September 7—Chairman **Terry Cowans**, Secretary **Paul Stubblefield**, Educational Director **Torry Kidd**. Chairman announced payoff on September 15. Secretary reminded crew to clean rooms and dispose of plastics and trash appropriately. No beefs or disputed OT reported. Crew requested another washing machine for work clothes. Steward commended SA **Chris Green** and SA **Ezell Jordan** for an excellent job putting things back in order after shipyard. Bosun extended thanks to "a good and hard working crew." Galley gang thanked for job well done on preparing excellent menus and meals.

Seafarers Join National Coalition To Maintain 'Made in USA' Labeling

In an effort to help maintain the current standard for the "Made in USA" label on products, the SIU has joined the Made in USA Coalition—a group of 22 international unions, 70 national consumer groups, 24 state labor federations, agriculture organizations and businesses.

The coalition formed in response to the Federal Trade Commission's (FTC) proposal earlier this year to relax the 50-year-old rule that "all or virtually all" of a product be made domestically before it may bear the "Made in USA" label.

The FTC wants to weaken the standard for the use of this label to allow products made with 25 percent or more foreign labor and materials to be labeled "Made in the USA." In some cases, these proposed guidelines would allow products made entirely with foreign materials and foreign components to be labeled "Made in the USA."

Reportedly, the FTC has received more comments from individuals on its proposed "Made in USA" guidelines than on any other issue in recent years. According to the AFL-CIO's *Label Letter*, a tally taken after

the comment period on the FTC proposal ended on August 11 showed opposition to changing the guidelines by more than 250 to 1.

Last month several members of the U.S. House of Representatives drafted a resolution (HCR 80) to oppose the FTC's pending proposal to water down the standard for the use of the label. A similar measure (SCR 52) was introduced in the Senate.

Both resolutions have received broad bipartisan support. Currently, HCR 80 has 189 cospon-

sors in the House of Representatives.

The AFL-CIO's Union Label & Service Trades Department and the Made in the USA Coalition urge all union members and the general public to help stop this FTC proposal by contacting their elected representatives on Capitol Hill and asking them to support HCR 80 and SCR 52.

Additional information and updates on the Made in USA Coalition may be found at its internet site: <http://www.usamade.org>.

Ships Collide; 29 Perish

Twenty-nine crewmembers aboard the *Vikraman*, an Indian-registered cargo ship, were killed on September 26 when a supertanker crashed into the vessel, causing it to sink in the smoke-covered waters off the coast of Malaysia.

According to press reports, Malaysian officials are investigating whether the smoke—caused by the crash of an Indonesian jetliner and devastating rain-forest fires—was a contributing cause to the sinking of the *Vikraman* in the Strait of Malacca.

Hundreds of forest fires in Sumatra, Borneo and New Guinea have caused an immense area of haze that stretches across Malaysia and Indonesia. Reportedly, visibility in some places is limited to 300 feet.

Additionally, the collision took place a few hours after Indonesia's worst air disaster, in which an Indonesian jetliner crashed, killing all 234 passengers. Visibility was about one mile when the ship collision occurred, 255 miles from where the jetliner went down, press reports state.

Five *Vikraman* crewmembers survived because they were thrown into the sea when the supertanker rammed their ship. There were no deaths reported aboard the St. Vincent-registered supertanker.

Obregon Galley Gang Wins Accolades from Navy

The commitment to excellence displayed by steward department Seafarers aboard the *PFC Eugene A. Obregon* received high praise from Military Sealift Command (MSC) officials when the vessel served as their host several times this summer.

According to Chief Steward Patrick D. Helton, the "professionalism and hospitality" that galley gang members aboard the military prepositioning ship have shown recent guests is "second to none."

Following a shipboard visit by

MSC Commander Vice Admiral J.B. Perkins and U.S. Navy Captain D.C. Rollins, the former commander of the Maritime Prepositioning Ship Squadron One, *Obregon* crewmembers received several letters of acclamation.

"I really appreciated your hospitality during my brief visit to the *Obregon*—an impressive, squared away ship!" said Perkins in a letter to Captain David Fisher, the master of the *Obregon*.

"Please thank your cooks for a delicious and well presented breakfast. I don't usually eat

much in the morning but I am glad that I tried their fare. Keep up the great work," concluded the admiral.

Rollins also praised the hard work and excellent service provided by crewmembers.

"Throughout my tour as commander, I have been thoroughly impressed with the professionalism and spirit of your crew," stated Rollins who recently retired.

"Let me take this opportunity to say that the effort and service provided by you and the *Obregon* crew in support of Vice Admiral

Perkins' visit was simply outstanding.

I would like to single out for praise the working breakfast served for the admiral. It was absolutely terrific in every respect.

"The attention to detail and pride in presentation demonstrated by your steward department was most evident. The special effort put forth for this visit made the event a truly pleasurable one for the admiral and myself.

"Please accept my sincere thanks and pass along a hearty 'well done' to your fine crew," concluded Rollins.

The accolades did not stop there, according to Helton. On July 4, when the *Obregon* was docked in Torbay, England, a group of officials from the MSC's Maritime Prepositioning Ship Squadron One held a special dinner and celebration aboard the ship.

Helton received a letter from U.S. Navy Captain Gary McKinley, who replaced Rollins as commander of the squadron, commending the galley gang's labors during the holiday festivities.

"The food was outstanding and the special effort in decoration made the day particularly special.

"I realize that putting on an event like this is a team effort, so please pass on our gratitude to the entire steward department for their hard work," said McKinley.

"Finally, it is a privilege to be included as guests with all of your many friends and associates who were there. The 'family' atmosphere was truly evident and it was a pleasure for us to be a part of it," concluded McKinley.

In addition to Helton, the *Obregon* galley gang includes Chief Cook Rudolph Xatruch, Assistant Cook Faith Downs, SAs Mary Jones, Mauricio Castro, Troy Poret, Arnulfo Laycao, James Reid and Frederick Saffo.

The *PFC Eugene A. Obregon* is a military prepositioning ship operated by Waterman Steamship Co. for the MSC. The vessel is kept fully loaded with tanks, vehicles, food and water, fuel and other materiel to equip first-launch U.S. Marines for 30 days. When activated, the *Obregon* can be ready to sail within 12 hours.

The vessel was named after Private First Class Eugene A. Obregon of the U.S. Marine Corps who was killed in the line of duty on September 26, 1950 in Seoul, South Korea.

AFL-CIO Conference Highlights Key Issues of Working Women

Members of the SIU-affiliated United Industrial Workers were among more than 1,700 women who traveled to Washington, D.C. to participate in the first annual AFL-CIO Ask a Working Woman Conference September 5 - 7.

The women, from 47 states and four countries, were of all ages and races. Their occupational fields ranged from construction, textiles and auto plants to education, transportation, aerospace and more.

Sponsored by the AFL-

CIO's Women's Department, the conference focused on issues concerning working women, including raising pay; improving opportunities for advancement; defending economic security; extending health insurance, child care, elder care, pensions and other benefits; and helping working women and men organize for a stronger voice in the workplace. (The UIW is an affiliate of the AFL-CIO through the SIU.)

More than 50,000

respondents to a national Ask a Working Woman survey listed these issues as most important.

The survey, cited as the most comprehensive study in the history of what working women want, was part of an extensive outreach program launched by the national trade union federation and designed to learn from working women.

In his opening address to the conference, AFL-CIO President John Sweeney noted the signifi-

cance of the survey.

"The results are part of a larger story that will be making headlines and making history for as long as we all are alive," he stated.

"This survey shows that working women know their pay is essential for themselves and their families. They know they are not being treated fairly—from pay and promotions to that intangible but indispensable thing they call respect," he added.

He noted that with 5.5 million women members—nearly 40 percent of its total membership—the AFL-CIO is the nation's largest working women's organization.

Conference participants also heard from other AFL-CIO officials, representatives of government, religious, and community organizations. Additionally, more than a dozen women gave inspiring testimonies of their lives on the job and the issues important to them.

In a video address to the conference, first lady Hillary Rodham Clinton reported that President Bill Clinton is "eager to learn about the results of the survey."

The determination, enthusiasm and solidarity of the conference participants was commended by Vice President Al Gore when he addressed the group in person.

"You have the agenda and determination in your hearts to get things done. After this conference is over, I urge you to take all of this energy and determination back to your

homes and into your workplaces," said the vice president.

"Ten years from now I'd like to look back and say to someone: That was the day the ball began rolling to a pro-union, pro-family, pro-worker America. We need to roll back the anti-union attitude that began in the 1980s," stated Gore.

Noting the value of women in the workplace, U.S. Secretary of Labor Alexis Herman informed the conference, "From the classroom to the boardroom, women are there, yet the wage gap and inequality remains. While most workers agree that the U.S. economy is good, not all workers are sharing in the prosperity.

"We must ensure that all Americans have the opportunity to enjoy this economic prosperity. We have a responsibility to listen and treat women workers with dignity and respect. We will do what must be done to provide child care and training for women workers. It is not just about getting jobs, but growing and keeping those jobs," said the cabinet member.

Among those who addressed the conference were Senator Barbara Mikulski (D-Md.), Rep. Richard Gephardt (D-Mo.), Rep. Maxine Waters (D-Calif.), Delegate Eleanor Holmes Norton (D-D.C.), former Texas Governor Ann Richards, AFL-CIO Secretary-Treasurer Richard Trumka, AFL-CIO Executive Vice President Linda Chavez-Thompson and AFL-CIO Vice President Gloria Johnson.

SIU Sends Steel-City Support



While in Pittsburgh last month for the AFL-CIO Maritime Trades Department convention, 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 support apparently helped, as SEIU members returned to work and contract negotiations resumed after three days. Among those pictured above are SIU delegates to the convention, striking ushers, Pittsburgh City Council President Jim Ferlo (second from left) and SEIU Local 508 President Gil Maffeo (fourth from left, gesturing).

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.)

Note of Thanks To Ed Turner

I would like to say in the LOG: Thank you, Mr. Ed Turner, for your leadership while I was a member of the Marine Cooks & Stewards (MCS). I wish I had the chance to thank you personally.

John W. Curley
Etna, Calif.

Kudos for Info-Packed Issue

The July 1997 issue [of the Seafarers LOG] was a really great edition. The rescue by the Kilauea of the Maryam 7 blew me away. How an oceangoing vessel in this era can run out of fuel and food is a sure sign of mismanagement. I hope MSC-PAC sent them a bill for their part in the rescue. I see no reason why U.S. taxpayers should provide for anything beyond saving the lives of those poor foreign seamen.

The "Seafarers View" articles by Henry Gamp gave a real flavor of what running a tug/barge combination is like. He described a lot of the lore of the sea of which many of us know nothing. I'd like to read more of his stuff.

The Pic-from-the-Past really brought back a lot of memories. Many of the readers probably don't know that the Meredith Victory was famous for evacuat-

ing thousands of Koreans from Hungnam early in the war. The skipper at the time may now be a Catholic priest serving in the NY/NJ area.

Thanks for the info-packed issue.

Ed Callahan
Danville, Calif.

UPS Strike Changed Attitudes Toward Unions

Since the end of the Teamsters strike against United Parcel Service, attitudes have changed toward labor and unions. You can feel it; it's a good feeling.

The most important and positive factor coming from the UPS strike is TRUTH. Public relations put UPS on the offensive, picturing them as good samaritans hounded by the dark forces of evil.

Management was dedicated to putting their finger in the dike to hold back this force until the whole world would view them as victims who did nothing more than create high-paying jobs in the work force. It almost worked.

The lament that they would have to lay off thousands of workers was shot full of holes. Suddenly they were running out of fingers. What gushed forth was the other side of the story. The Teamsters were determined. Support from locals countrywide was unyielding. That they were losing millions of dollars a day was obvious. If the men and women walking the picket lines were responsible for these losses, they are also the reason that UPS is the most profitable and successful carrier in the world. The workers are the reason that corpo-

rate officers are able to order three-piece hand-stitched suits from Saville Row and gowns from Paris.

Anthony Notturmo
Villas, N.J.

Letter and Poem of Appreciation, Gratitude

I was a crewmember on the R.G. Matthiesen when Eugene Finley, an SIU member, passed away. The following is a letter of appreciation as well as a poem.

The entire crew of the R.G. Matthiesen would like to express their sincere gratitude to Captain Ralph Pundt for his heroic efforts in trying to save Eugene Finley's life. In this day and age, it is very rare for someone to risk their own life in the hopes of saving another. We salute his efforts and consider it an honor and a privilege to have sailed with him.

Final Departure

Eugene Finley—
good sailor and our friend.
He sailed the seven seas
on the R.G. Matthiesen.

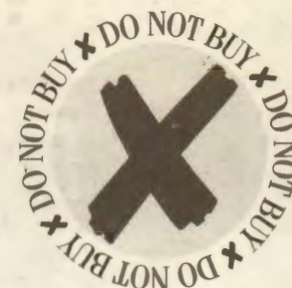
On a warm day in August
the good Lord called his name
and no one on this ship
will ever be the same.

We choose to remember him
in his easy-going style,
never a harsh word,
easy with a smile.

So as he sets sail
on this, his final trip,
to all that ever knew him,
Silence on your ship.

R.G. Griswold
Gardiner, Maine

AFL-CIO NATIONAL BOYCOTTS



TYSON/HOLLY FARMS CHICKEN
Chicken and processed poultry products
► Teamsters

FURNITURE

TELESCOPE CASUAL FURNITURE CO.
Lawn, patio, other casual furniture.
Brand name: Telescope
► Electronic Workers

TRANSPORTATION & TRAVEL

ALITALIA AIRLINES
Air transport for passengers and freight
► Machinists
BEST WESTERN-GROSVENOR RESORT
Hotel in Lake Buena Vista, Fla.; located at Disney World, but separately owned and operated
► Hotel Employees & Restaurant Employees

CROWN CENTRAL PETROLEUM
Gasoline sold at Crown, Fast Fare and Zippy Mart stations and convenience stores
► Oil, Chemical & Atomic Workers

FOUR POINTS BY SHERATON
Hotel in Waterbury, Conn.
► Hotel Employees & Restaurant Employees

FRONTIER HOTEL & GAMBLING HALL
Casino hotel in Las Vegas
► Hotel Employees & Restaurant Employees

KALUAI RESORT
Hotel in Kapaa, Hawaii
► Longshoremen & Warehousemen

MICHELIN
Michelin brand tires
► Steelworkers

NEW OTANI HOTEL & GARDEN
Hotel in downtown Los Angeles
► Hotel Employees & Restaurant Employees

OGLEBAY PARK
Wheeling, W. Va., park/resort/recreation complex
► Hotel Employees & Restaurant Employees

OTHERS

BLACK ENTERTAINMENT TELEVISION
BET cable television, Action pay-per-view, Bet on Jazz
► Electronic Workers

R.J. REYNOLDS TOBACCO CO.
Cigarettes: Best Value, Camel, Century, Doral, Eclipse, Magna, Monarch, More, Now, Salem, Sterling, Vantage, and Winston; plus all Moonlight Tobacco products
► Bakery, Confectionery & Tobacco Workers

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO

FLU SHOTS SET FOR OCTOBER 24 IN TACOMA

Virginia Mason Clinic will again offer free flu shots this year to members and retirees who qualify under the rules of the Seafarers Welfare Plan (sorry, no dependents). The inoculations will be given at the Tacoma hall after the October membership meeting on Friday, October 24, 1997, between the hours of 1 - 3 p.m. The address is 3411 South Union Avenue.

In order to expedite the necessary paperwork, it is requested that any member or retiree intending to receive a flu shot call the hall one week prior to October 24. The telephone number is (253) 272-7774.

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.

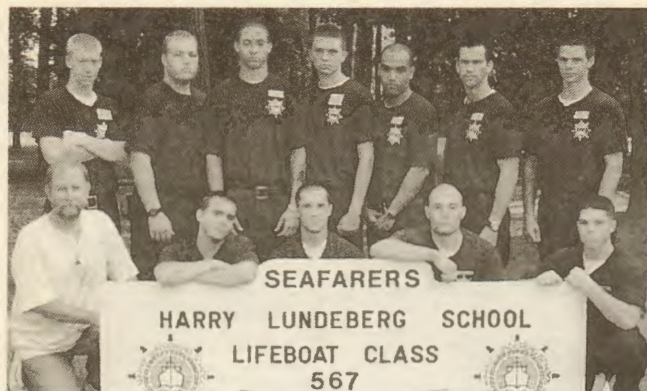
SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant marine with improved employment oppor-

tunities 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.

Lundeberg School Graduating Classes



Trainee Lifeboat Class 567—Graduating from trainee lifeboat class 567 are (from left, kneeling) Ben Cusic (instructor), Joshua Ryan, Daniel Pappas, Abedon Lujan Jr., Adam Hansen, (second row) Noah Bradford, Ronald Holland, Lepotre Jasper, Richard Williamson, Tony Olaya, Jeffrey Hardy and Lewis Findley.



Marine Electronics Technician I — Receiving their marine electronics technician endorsement on July 24 are (from left, seated) John Yarber, Allen Parker and Monte Pryor. Standing is their instructor, Russ Levin.



Firefighting—A group of Seafarers from Allied Towing completed their firefighting endorsement on August 14. They are (from left, kneeling), Charlie Pierce, Richard Doggett, Dale Wilson, Dinh Thong, Harry Toohey, (second row) Rick Redmond (instructor), Tommy Mercer, John Hinson, Ronald Austin, Martin Meravy and William Hudgins. Not pictured is Robert Taylor.



Marine Electrical Maintenance I—Marking their graduation from the marine electrical maintenance class on August 7 are (from left, kneeling) Eric Malzkuhn (instructor), Thomas Keseru, Jesus Pilare, Richard Hannon, Danilo Galindo, (second row) Rick Kern, Charles Donley, George Henderson, Robert Richer and Keith Dunnivant.



Firefighting—The July 18 graduates of the firefighting course are (from left, kneeling) Stephanie Vogel, Mosed Ahmed, Glenn Toledo, Levy Lawrence, (second row) Stormie Combs (instructor), William Churney, James Triassi, William Furman, Ronald Reeves, Cadamus Treakle and Clifton Skinner.



Upgraders Lifeboat—Certificates of completion were received July 17 by upgraders in the lifeboat course. They are (from left, kneeling) Amin Mohamed, Mohamed Wasel, George Pineda, Rachel Cutler, Ben Cusic (instructor), (second row) Bruce Johnson, William Meyer, Eric Ivey, Steve Lord and Ali Quraish.



Upgraders Lifeboat — The upgraders lifeboat class graduating on August 15 includes (from left, kneeling) Thomas Hale, Jose Constantino, Ben Cusic (instructor), (second row) Daniel Crawford, Mohamed-Hussain, Amy Rippel, Jerry Watkins and Huey Jackson.



Government Services—Upgraders working aboard Bay Ship Management vessels completed the government services course on August 27. They are (from left, first row) John Walsh, Adriene Rawls, Armando Medina, Paul Hennessey, (second row) Martha Wall, Kevin Farrell, Luis Amadeo, (third row) Mark Cates (instructor), Richard Sepe and Liz Marx.



Tanker Assistant DL—Receiving their endorsements from the tanker assistant DL course on July 30 are SIU members (from left, kneeling) Keeper Brown, Jacinto Salgado, Kathleen Lanahan, Oscar Garcia, Jorge Bernardez, (second row) Glenn Williams, Huey Jackson, Richard Gubbs, Stephen Brown, (third row) Jim Shaffer (instructor), Kris Hopkins, Louis Nicoud, Susanne Cake, Carlito Episico, (fourth row) Steve Lord, Eric Ivey, Anthony St. Clair and John Casey.



LNG Recertification—LNG recertification is one of the safety specialty courses conducted at the Lundeberg School. Completing this course on August 21 are (from left, kneeling) Carlos Pineda, Aubrey Davis, Thanh Duong, Anthony Rutland, Paul Peterson, (second row) John Bukowsky, Oswald Stoiber, Dirk Adams, Paul Pagano, Henry Jones, David Dinan, (third row) Georg Kenny, Charles Touzet, John Wells, Franklin Robertson, John Bellinger, Richard Robertson, John Smith (instructor), (fourth row) Michael McCarthy, Gary Boyd, John Smith and Richard Lewis.

LUNDEBERG SCHOOL 1997 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between mid-October through December 1997 at the Seafarers Harry Lundeborg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

The staff of the Paul Hall Center is working on its 1998 schedule of classes. As soon as it is completed, the *Seafarers LOG* will publish it.

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	November 3	December 12
Lifeboatman	November 3 December 1	November 15 December 12
Radar Observer/Unlimited	November 17 December 1	November 28 December 12
Radar Recertification (one-day class)	October 16 November 28 December 11	

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	November 3	December 12

Steward Upgrading Courses

Course	Start Date	Date of Completion
Galley Operations/ Advanced Galley Operations	October 18 November 1 November 15	November 14 November 28 December 12
Certified Chief Cook and Chief Steward	October 18 November 1 November 15	January 2 January 23 February 6

Safety Specialty Courses

Course	Start Date	Date of Completion
Advanced Firefighting	October 27	November 7
Government Services	October 27 November 14	November 14 December 4
Tanker Assistant DL	October 20 November 17	November 7 December 5
LNG Familiarization	November 17	December 5
LNG Recertification	November 3	November 21
Tankerman Barge PIC	October 20	October 31

Additional Courses

Course	Start Date	Date of Completion
English as a Second Language (ESL)	November 4	November 29
Adult Basic Education (ABE)	October 20	December 5
Lifeboat Preparation	October 20 November 17	October 31 November 28
Introduction to Computers	Self-study	

The Academic Department will be offering a six-week course in English 101 and Mathematics 101, beginning November 10. Students will be required to attend classes a minimum of 4 days a week for two hours each class. These courses are basic requirements for the Associates Degrees in Nautical Science or Marine Engineering Technology. Other courses in the academic program will require a minimum of five persons.

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member ☐ Lakes Member ☐ Inland Waters Member ☐

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

Social Security # _____ Book # _____

Seniority _____ Department _____

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

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

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

If yes, class # _____

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

If yes, course(s) taken _____

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

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

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

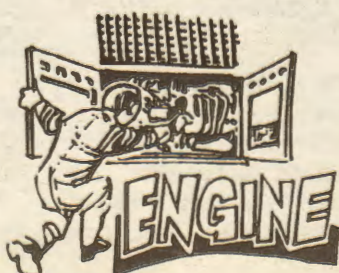
Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

10/97



UPGRADE





The

Seafarers LOG

Volume 59 Number 10

October 1997

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

Seafarers Scholarships
Applications now are being accepted for the 1998 Seafarers scholarship program. See page 8 for eligibility rules and information on how to obtain an application form.

LNG Taurus Crew Demonstrates Safety Commitment Lifeboat Drills Help Ensure Readiness

Whether loading liquified natural gas (LNG) in Arun, Indonesia or discharging the cargo in Osaka, Japan, Seafarers aboard the *LNG Taurus* share a common goal: a commitment to safety.

Safety—which is important on any vessel—is especially crucial on one carrying such a potentially volatile cargo as liquified natural gas. That is why crewmembers aboard the LNG carrier conduct regular safety meetings and drills aboard the 936-foot vessel, including weekly lifeboat exercises.

In a recent drill, the *Taurus*' two lifeboats were launched, and crewmembers practiced abandonment techniques and deep-water survival while wearing the appropriate safety gear.

Taurus crewmembers are acutely aware of the importance of practicing their lifeboat and water survival skills, and they work hard at perfecting them, noted Captain Ed Carr in a recent letter to the *Seafarers LOG* that was accompanied by the

photos on this page.

Like its sister ships in New York-based Energy Transportation Corp.'s fleet of Seafarers-crewed LNG vessels, the *Taurus* loads liquified natural gas in Indonesia and discharges it at points in Japan. Each leg of the voyage takes about five days, including 12 hours each for loading and discharging. The *Taurus*' ports of call include Arun and Bontang in Indonesia and Himeji, Osaka, Tobata and Nagoya in Japan.

The *Taurus* features five eight-inch-thick spherical cargo tanks that rise 40 feet above the deck. Each tank is 120 feet in diameter and weighs 800 tons.

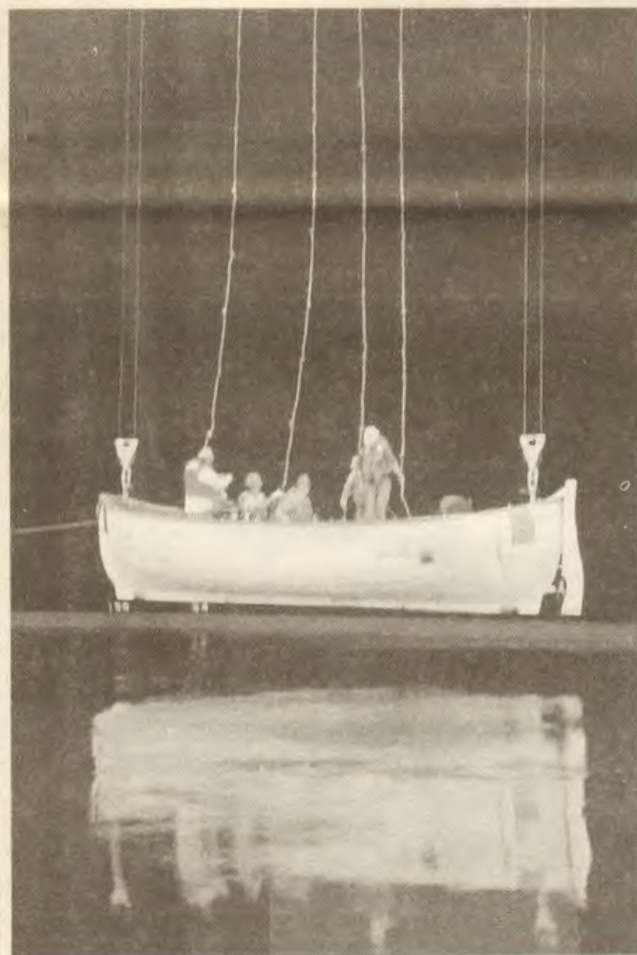
The five tanks can carry a total of 125,000 cubic meters of liquified natural gas at 265 degrees below zero (Fahrenheit).

Other features of the *Taurus* include a double-bottom hull, a collision avoidance system and an extensive firefighting scheme complete with automatic sprinklers and eight dry-chemical firefighting stations located at strategic points on deck.

The *LNG Taurus* has been an SIU-crewed ship since its christening in Quincy, Mass. in 1979.



Knowing they are prepared in case of an emergency helps Seafarers do their jobs with confidence. Above, AB Kimberly Clark (left) and her fellow crewmembers prepare to return the lifeboat to the *LNG Taurus* following the drill.



Crewmembers lower a lifeboat from the *LNG Taurus* during a safety drill.



The need for safety extends to all departments and all parts of the ship. Compliance is monitored by many sources. Above, Bosun Dan Marcus proudly poses next to certificates presented to the *LNG Taurus* by the International Organization for Standardization for the vessel's compliance with International Safety Management Code regulations.



Once a lifeboat has been released from the *LNG Taurus*, Seafarers and officers navigate the craft away from the tanker to begin water survival drills.



Carefully maneuvering a lifeboat away from the *LNG Taurus* are QMED Rene Rosario (left) and QMED Joe Pomraning.



Learning through hands-on training, Seafarers hone their water-survival skills. In photos at left and right, AB James Walker simulates a rescue of a fellow shipmate.

