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SIU to Crew USNS Henson

Seafarers will crew the oceanographic survey ship *USNS Henson* this month, marking the addition of new jobs for the membership. The U.S. Military Sealift Command announced Dyn Marine Services will operate the vessel. Page 3.

Paul Hall Center Adds Top-Notch Radar Equipment

Curriculums Gain From New Devices

Five new state-of-the-art Furuno ARPA radars are scheduled to be installed at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. before the end of the month.

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AFL-CIO Launches Campaign To Strengthen Social Security

7-Point Program Designed to Keep System Strong into Next Century _____ Page 3

Lyon and Tigers (and no Bears), Oh My!



Seafarer Carol Lyon did not need wizardry to put this Bengal at ease during a recent visit ashore in Thailand. Lyon, a longtime SIU member from Wilmington, Calif., was sailing as an SA aboard the *Jack Lummas* when she went to the Nong Nooch Village animal park.

DOT Report Supports Strong U.S.-Flag Fleet

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President's Report

Ready to Serve, Again

Last month, the United States demonstrated once again why it needs a strong, dependable, U.S.-citizen crewed, U.S.-flag merchant marine.



Michael Sacco

Our nation's armed forces were called to action to retaliate against the horrific bombings of U.S. embassies in Kenya and Tanzania. Hundreds of innocent people were killed and thousands of unsuspecting others were injured. There was no warning for these cowardly acts which took place as many were settling in to begin work or trying to get to their places of business.

Our sympathies go out to all the victims of the bombings.

Seafarers have a special understanding and appreciation for the people who work in the embassies around the world. Like many of our deep sea members, embassy workers are far from home in a foreign land representing the United States. Like Seafarers, the jobs performed by the embassy workers are necessary, but often overlooked.

Our members depend on these dedicated people when they have a problem, concern or family emergency overseas. They do our nation proud and the people who worked in Kenya and Tanzania did not deserve the fate that overcame them on August 7.

So, it is fitting that in less than two weeks America fired back.

Cruise missile attacks were launched against terrorist sites in Afghanistan and Sudan. The nation's armed forces were placed on alert. And joining in this preparation was the U.S.-flag merchant fleet.

The generals and admirals who have to place American troops in harm's way, as well as President Clinton, know the loyalty and dedication of the men and women who crew the U.S.-flag merchant ships. Seafarers come from all parts of the country. We represent all races and religions. We are as diverse as the nation.

But what we have in common is the pride in our jobs and the dedication to stand for our country when we are called to help.

Our armed forces know we are behind them money, marbles and chalk.

As Congress returns to consider bills that would extend veterans' benefits to World War II-era U.S. mariners and to attack the nation's cabotage laws, let's not forget the important jobs performed by the men and women of the U.S. merchant marine during the 1990s.

Leading the list was the excellent job accomplished during the Persian Gulf War. In 1991, the head of the U.S. Transportation Command described the supply effort performed by merchant ships as "a steel bridge across the ocean."

In late 1992 and into 1993, the U.S.-flag merchant fleet supplied American forces in Somalia. A year later, the action was in the Western Hemisphere as merchant mariners crewed ships bound for Haiti to assist U.S. troops there.

Then there were the buildups in the Persian Gulf in 1994 and 1997-8. Once again, Seafarers sprang to action and sailed the vessels to supply the soldiers.

Finally, U.S.-crewed merchant ships supplemented American forces working with those from other nations to bring peace to Bosnia in 1995.

U.S. merchant mariners, and especially Seafarers, have continually responded to the nation's call no matter where, no matter when, no questions asked. The nation's military leaders don't have to wonder if the supplies will be there when American troops go overseas. And, despite the efforts of a few outsiders who can't quite grasp the value of a trained and loyal U.S.-crewed merchant fleet to the nation's security, the Congress and President of the United States know the experience and dedication of these fine men and women cannot be matched in dollars or deeds.

We remain ready to answer the call.

DOT Outlines Case for Stronger U.S. Fleet in Report to Congress

In a report to Congress presented earlier this summer, the U.S. Department of Transportation (DOT) reinforced its call for a strong U.S.-flag merchant fleet by outlining its plan to maintain and strengthen the force for the next century.

The document, entitled "A Report to Congress on U.S. Maritime Policy," acknowledged the work performed by DOT to promote the U.S.-flag fleet as well as the nation's ports, waterways, intramodal infrastructure and shipbuilding capacity. It then presented the department's goals regarding maritime policy for the next century.

In the report's forward, DOT noted the United States is the world's largest trading nation with most of these goods being moved by water. It estimated that "by the year 2020, U.S. foreign trade in goods may grow to four times today's value and almost double its current tonnage, and inland waterways traffic will increase by one-third, based upon current projections.

"To keep pace with the coming changes, the United States will need a maritime transportation system that is state-of-the-art, efficient and accessible to everyone," the report pointed out.

"As we head into the 21st century, both our competitive position in the national security arena and the safety of our maritime community will hinge on how well the United States manages its maritime transportation system, including its ports and waterways. Doing it well will not only be desirable, but imperative, to sustain the U.S. leadership position as the world's economic and military power," it added.

The department offered a multi-point program to achieve the goal of a strong national maritime policy.

• First, DOT called for continued support of the Maritime Security Program, the 10-year program designed to help fund militarily useful U.S.-flag vessels. The legislation received strong bipartisan support in Congress when it passed in 1996.

The report reiterated the value of the U.S.-flag commercial fleet to the nation's security: "The continued existence of a privately owned U.S.-flag merchant marine is vital to our nation's military and economic security.

During times of national emergency, there is no completely reliable alternative to our U.S.-flag fleet of commercial ships and trained crews.

"The economic security of our nation benefits from the participation of the U.S.-flag fleet in the movement of U.S. international trade."

• DOT pointed out the need for the U.S. to maintain its shipbuilding capability.

The report called for continued support of the nation's shipyards and marine equipment suppliers "to achieve global competitiveness and increase output so that they remain effective partners in supporting national security."

• The need to maintain America's cabotage laws was another priority.

The report renewed the administration's support for these laws, believing "they will continue to serve the nation's needs well into the 21st century.

"As the greatest trading nation in the world, the United States must continue to exercise American control over its interests as a fundamental aspect of its national security."

• The Maritime Administration, a DOT agency, will have to continue its effective management of the Ready Reserve Force (RRF).

Calling the RRF fleet "a critical component" of the Defense Department sealift operations, the report said these vessels will continue to be needed "to support deployment and sustainment of U.S. military forces."

• America's cargo preference laws will continue to play an important role into the next century.

In the report, DOT noted that the Maritime Security Program did not include such vessels as bulk carriers and tankers. These U.S.-flag ships, along with their trained and experienced mariners, also will be needed.

• DOT will continue its work to upgrade and improve the nation's intramodal transportation system. It also must pursue its development of U.S. ports and waterways to high standards of safety, efficiency and environmental soundness that balance the needs of the industry with other public uses.

From harbor dredging to providing more efficient links between the ports and land-based

transportation, the report stated this would be a major concern for keeping the U.S. maritime industry viable in the next century.

• In order to stay competitive, the U.S.-flag fleet and the industry as a whole must proceed with its efforts to provide a highly skilled workforce.

While specifically mentioning the U.S. Merchant Marine Academy and those run by state governments as places where future seamen are being educated, the report said American mariners will have to be trained in the latest technology to stay competitive. (This is something the SIU, through the Paul Hall Center for Maritime Training and Education, has taken pride in doing for decades and will continue to provide for Seafarers.)

• The department will have to keep up its campaign to eliminate unfair foreign trade practices.

• DOT must continue its work with the industry to conform with U.S. and foreign regulatory and environmental standards.

• Realizing that neither the department nor the maritime industry can effectively act on their own to advance new technologies, the report urged the continued cooperation between the government and the businesses that already has worked to provide long-term benefits.

In conclusion, the report pointed out, "Alone, these policies will not meet the challenges that the U.S. maritime industry faces in the 21st century. Therefore, working in partnership with Congress, [the Defense Department] and other stakeholders, we will continually assess those regulations and statutes which impede the growth of the U.S.-flag fleet.

"It will also be our high priority to examine how better to utilize U.S. laws and regulations to promote the construction and operation of U.S.-flag commercial vessels."

The report was presented to the chairman and ranking minority party member of both the Senate Commerce, Science and Transportation Committee and the House National Security Committee. DOT is required, according to the Maritime Security Act of 1996, to submit such a report to Congress every five years.

Plans Finalized for Fire Fighting School

Construction of the Paul Hall Center for Maritime Training and Education's new fire fighting school appears on target to begin this month, the center reports.

Bids for construction were due as this issue of the *Seafarers LOG* went to press. Site plans, drawings and an environmental bond also were being finalized.

The Joseph Sacco Fire Fighting and Safety School is expected to open in early 1999. It will be built on school property near the Paul Hall Center's main campus in Piney Point, Md.

Seafarers will take basic and advanced fire fighting, water survival, first aid and CPR, damage control and confined-space safety training at the six-building complex. The school is designed to virtual-

ly duplicate shipboard environments, including types of fires germane to vessels. Its buildings will house replicas of an engine room, galley, lounge and fo'c's'le. Also included will be a two-story maze with moveable partitions, classrooms, outdoor training pads, a compressor room, shower facilities and other features.

Representatives of the Paul Hall Center point out that the new facility will allow a constant mix of practical training and classroom instruction. Additionally, Seafarers will have the opportunity to fulfill all of their safety certification requirements by successfully completing courses at the new campus.

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

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SIU to Crew Survey Ship USNS Henson

The SIU gained new jobs with the recent announcement by the U.S. Military Sealift Command (MSC) that Dyn Marine Services will operate the oceanographic survey ship *USNS Henson*. Seafarers are scheduled to crew the two-year-old vessel near the end of this month, in Pensacola, Fla.

"We welcome the addition of new jobs for the membership," said SIU Vice President Contracts Augie Tellez. "The *Henson* represents increased employment opportunities for the SIU."

D.A. Payne, vice president at Dyn Marine, described MSC's awarding of the *Henson* for operation by his company as "a very

positive indication that the Dyn Marine Services-SIU team is providing an unsurpassed level of customer service in meeting today's Navy requirements."

Built in 1996 at Halter Marine Shipyard in Moss Point, Miss., the *Henson* is 329 feet long, has a beam of 58 feet and displaces 4,200 tons when fully loaded. It is part of the Pathfinder (T-AGS 60) class of multi-purpose survey ships.

The *Henson* collects oceanographic data around the world, for use in updating and creating various nautical charts. It is named after the late Mathew Henson, a key member of Admiral Robert



Peary's 1909 expedition team that discovered the North Pole.

Henson also sailed as a merchant mariner in the 1870s.

Seafarers will begin crewing the *USNS Henson* later this month. It is part of the fleet of oceanographic survey ships collecting data for MSC to be used in updating and creating nautical graphs.

AFL-CIO Launches 7-Point Campaign To Strengthen Social Security System

The AFL-CIO Executive Council approved a seven-point program to secure the nation's Social Security system during its summer meeting last month in Chicago.

The council serves as the national labor federation's governing body between its biennial conventions. It is composed of President John Sweeney, Secretary-Treasurer Rich Trumka, Executive Vice President Linda Chavez-Thompson and 51 vice presidents, including SIU President Michael Sacco.

In outlining its proposal, the executive council recalled the challenge issued by President Bill Clinton during his State of the Union address in January that 1998 should be used to study social security so legislation could be introduced when the new Congress begins its work in January 1999.

Sweeney called on working people to add their voices to the debate being waged on the federal program, which went into effect in 1935.

"Today, a vocal minority is fixated on scrapping the Social Security system, a program that has paid benefits on time and in full over six decades," the AFL-CIO president stated.

"To this point, Social Security privatizers have gotten a free ride in the media and in the public debate with their high-cost plans to replace Social Security's guaranteed, defined benefits with individual retirement accounts. It is time that the full truth be told about the high costs of privatization that America's working families will be forced to pay: retirement ages that are jacked up to 70 and deep cuts in guaranteed retirement and disability benefits, as well as significant reductions in Social Security's inflation protection."

Sweeney added, "Those who push privatization expect America's workers to trade in Social Security's protections for an expensive system of individual accounts that will subject working families to the very real risk that they will end up with little to show for their lifetimes of hard work."

"Social Security must be changed to meet future challenges. But those changes need to strengthen the system, not wreck it," he concluded.

The plan put forward by the AFL-CIO calls for:

- Steps to be taken soon to strengthen Social Security so that all Americans can be assured that the program will be there for them.
- Social Security to continue to provide retired and disabled workers, as well as dependents and survivors, with a guaranteed monthly benefit, protected against inflation for life.
- Benefits not to be subject to the whims of the market and never to substitute private accounts for the core defined benefits the system currently provides.
- The age at which workers are eligible for early or full benefits not to be raised.
- Social Security to continue to replace a larger share of past earnings for low-income workers and to provide bigger benefits to workers who earned higher wages during their careers. Replacement rates should not be cut.
- Social Security to continue to provide family insurance protection, with benefits that cover dependent and surviving children and spouses in addition to disabled and retired workers.
- Government budget surpluses to be used to save Social Security first and not to pay for tax cuts.

The national labor federation will launch a national grassroots campaign to inform working families about the system's funding and how the various proposals being suggested to privatize Social Security would cut into the scheduled benefits provided by the program.

Sweeney added the suggestions and concerns of working people should and will play a prominent role in the White House conference scheduled for December to draft legislation dealing with Social Security for the next century.

Facts About Social Security And Retirement

With the debate being waged around the country on how best to handle Social Security and America's retirement needs in the 21st century, many confusing statistics and figures are being thrown around. To help Seafarers and their families, the *Seafarers LOG* offers the following background information on Social Security and retirement programs.

Social Security was created through an act of Congress in 1935. Its primary purpose was to provide supplemental retirement income as well as a guaranteed stipend for survivors and those with disabilities. These continue to be the program's main services today.

According to statistics provided by the Social Security Administration, approximately 44 million Americans receive benefits from the system: 30 million are retired, and the remaining 14 million are survivors or disabled.

A total of 176 million American workers are covered by Social Security. They and their families are eligible for retirement and/or survivor benefits. Disability coverage is available to 131 million of these workers.

From the ranks of those who are retired and receiving Social Security, more than two-thirds rely on the program for half or more of their income. In fact, 30 percent of the elderly count on Social Security to provide 90 percent of their income. For 18 percent, it is the ONLY means of income.

Among African-American and Hispanic retirees, 45 percent depend on Social Security for 90 percent or more of their household incomes. For one out of every three of these families, it is the ONLY source of income.

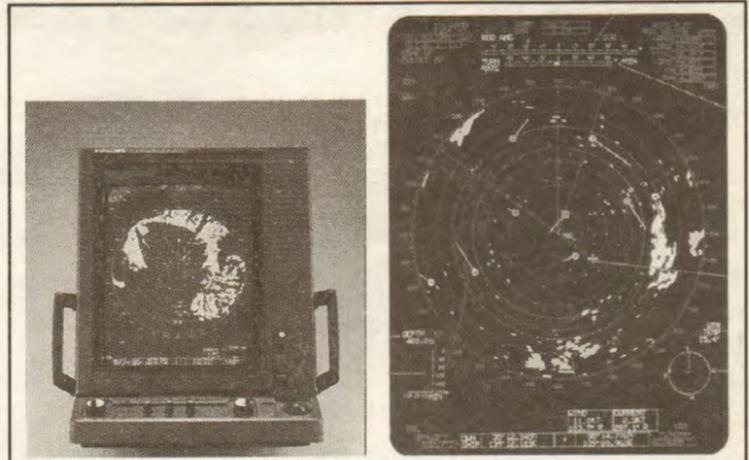
Pensions are paid to only two of every five retired persons. For those still on the job now, less than one-half of the nation's private workforce is covered by a retirement plan at work. Among workers earning less than \$30,000 annually, just two out of every five are covered by a pension. And during the last several years, the percentage of employees in the private workforce whose benefits include a traditional employer-paid pension plan has fallen from one-half to one-third.

For those 65 and older who have put money away in a savings account, the median savings income from these funds is \$1,872 a year.

While many people believe the system may go insolvent in only a few years, the Social Security Administration in its 1998 report to its trustees stated the program can continue to meet its obligations without changes until the year 2032. At that time, the administration projects that program benefits would be cut to between 70 and 75 percent.

The AFL-CIO, to which the SIU belongs, is launching a nationwide grassroots campaign to work with Congress to strengthen and secure the Social Security system well into the next century. AFL-CIO President John Sweeney has said the voice of working people needs to be heard as various proposals are being suggested prior to a White House conference on Social Security set for December.

"The basic risks against which the program was designed to insure—the loss of income due to retirement, death and disability—have not and will not disappear," Sweeney said in announcing the national labor federation's campaign.



Upgraders at the Paul Hall Center will have the opportunity to utilize this model of Furuno ARPA radar (2110) as well as a small-boat radar.

School's Radar Training On Course for Upgrade

New Equipment Means Improved Classes

The Paul Hall Center for Maritime Training and Education is completing a major upgrade of its radar equipment for use in simulator training. Five new state-of-the-art Furuno ARPA radars are scheduled to be installed at the school in Piney Point, Md. by September 19.

This modernization of the center's radar simulator utilizes the five existing Raytheon radars at the facility plus the new Furuno ARPA radars.

The *Seafarers LOG* will publish a course schedule for ARPA classes as soon as it is available. Classes will be scheduled after U.S. Coast Guard certification is received following installation of the new equipment.

The Furunos are outfitted with automatic radar plotting aids (ARPA) and electronic chart display (ECDIS). The ECDIS will allow the center's Lundeberg School of Seamanship to acquire and display images and conditions of any and all ports worldwide.

Additionally, the new system adds real navigation aids including GPS and Loran-C along with features like precipitation clutter, search-and-rescue transponders (SARTS) and Racons.

The center's Raytheon radars will be integrated with the newer items as well as with new software. Additionally, Seafarers upgrading at the school (in applicable courses) will have the chance to utilize a training vessel equipped with the newer radar, which has the same capabilities as those used in simulation.

Bosuns, ABs, inland boatmen with navigational duties and any Seafarers applying for a limited license or third mate's license will be the main users of the improved

radar training. (A small-boat radar is one of the new additions.)

"This is first-class equipment, and the school also made long-range considerations of STCW training requirements when selecting it," noted J.C. Wiegman, assistant director of vocational education at the center, who extensively was involved in analyzing and choosing the new radars. "In the future, for bridge team management, watchstanders will need to understand the operation of all bridge equipment. Obviously, this affects a lot of SIU members, and the new radar upgrade helps ensure we'll be prepared with the training they need."

One notable aspect of this advancement is enhanced feedback capability via a theater-style projector. This tool enables instructors to show electronic chart displays for exercise reviews.

"For students, it will be like sitting in a theater and critiquing what they did in the exercise," Wiegman explained, adding that the Paul Hall Center is believed to be the only maritime training facility in the U.S. with such capability.

- Other improvements include:
- full graphical imaging of land and targets,
 - ability to control one's own ship and targets by several methods,
 - graphical user interface,
 - Coastline Digitizer system,
 - displaying all exercise information (such as vectors, target trails, range and bearing to another vessel, etc.), and
 - simulation of moving storm fronts and control of any storm's intensity, and much more.

Penn Crews Ratify 5-Year Pact

Contract Nets Wage, Pension and Medical Gains

SIU boatmen sailing on Penn Maritime tugs and barges strongly approved a new five-year contract that includes numerous gains.

The contract features wage increases over the life of the pact, increased pension benefits, plus 100 percent major medical coverage for dependents. Seafarers

employed by Penn also gained full payment of transportation and an improved overtime clause.

"I love this contract," said AB **Teddy Crockett**, a 1980 graduate of the Paul Hall Center for Maritime Training and Education who served on the negotiating committee. "I'm happy with the health care for dependents, the uncapped pension, the wage increases, the transportation coverage. Plus, it's reassuring to have a five-year contract."

Joining Crockett on the committee were **Mate Thomas Elkowitz**, **Engineer Carroll Bennett**, SIU Vice President **Atlantic Coast Jack Caffey** and **Jack Sheehan**, the union's safety director in the port of New York.

"The committee did a wonderful job in considering all the suggestions that were sent in,"

observed Caffey. "They really stuck together, and they secured an excellent contract."

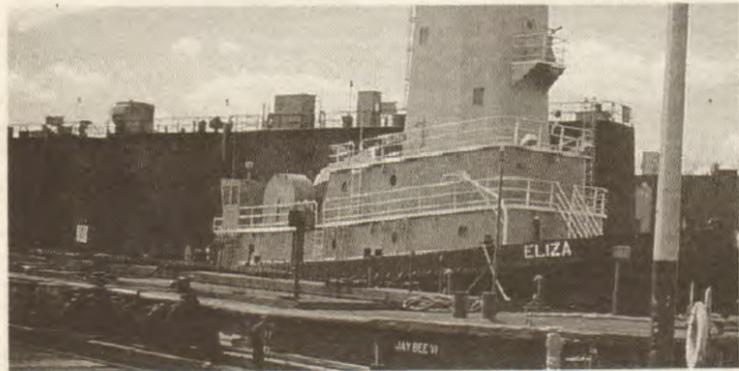
Other highlights of the pact include additional vacation days for Seafarers who have been employed by Penn for five years or longer; new clauses covering safe working conditions and living quarters; a 44 percent increase in the money allotment for foul weather gear; and the implementation of a labor-management committee clause designed to promote upgrading by Penn crew members at the Paul Hall Center in Piney Point, Md.

Both Crockett and Caffey pointed out how Seafarers have

grown with the company. Penn Maritime "started with two barges, and now they have 16 tugs and barges," Caffey said.

In fact, the company recently purchased two additional integrated tug-barge units that are expected to go into service in the near future. Penn Maritime transports asphalt along the East Coast.

Negotiations for the new contract took place over several months. "There were no hard feelings on either side," stated Crockett. "Jack Caffey did an outstanding job, in my opinion, and Michele Nardo (who works at the SIU hall in Brooklyn, N.Y.) was very helpful to all of us."



Seafarers sailing aboard Penn Maritime tugs and barges, including the *Eliza* (pictured in the port of New York), were painstaking in their preparations for contract negotiations between the SIU and the company. That groundwork helped them secure what AB Teddy Crockett describes as "a good contract. The guys are very happy with it."

Bills for Veterans' Extension Gain Support

House Drops WWII Provision from Ocean Shipping Reform Act

The effort to secure an extension of veterans' benefits for World War II-era merchant mariners continues despite having language for such a move eliminated from the House-passed version of the Ocean Shipping Reform Act (S. 414).

Separate measures to extend the cutoff date from August 15, 1945 to December 31, 1946 for U.S. merchant mariners to obtain veterans' status in both the House and Senate have overwhelming support. The lengthening is sought to give mariners the same dates recognized for those who served in the U.S. armed forces.

When S. 414 passed the Senate in April, Senate Majority Leader Trent Lott (R-Miss.) included language in the bill to approve the extension for mariners who served between August 15, 1945 and December 31, 1946. The legislation moved

to the House, where it was held up for several months in part because of the veterans' extension. A compromise of dropping the language was reached to help get the bill out of the House as long as the separate extension measures making their way through Congress would be allowed to be considered.

Lott is the sponsor of S. 61, the Senate's version of lengthening the cutoff date for veterans' recognition. As of late August, 72 of the Senate's 100 members had signed on as cosponsors of the bill.

Across the Capitol in the House of Representatives, the companion bill—known as H.R. 112—has 328 cosponsors. It was presented to the House by Representative Lane Evans (D-Ill.), the ranking minority party member of the House Veterans' Affairs Committee. Among the

legislators supporting H.R. 112 are 13 of the House's 18 standing committee chairmen.

No date has been set for either bill's consideration. The SIU supports both measures. Congress will return to Washington after Labor Day and is scheduled to adjourn by mid-October.

Merchant mariners did not receive veterans' status until 1988. At that time, secretary of the Air Force—which is the branch of the armed forces overseeing issues dealing with veterans' affairs—declared as eligible those mariners who sailed between December 7, 1941 when Pearl Harbor was attacked and August 15, 1945 when Japan surrendered.

Mariners who sailed from August 16, 1945 to December 31, 1946 have been fighting to gain recognition as World War II veterans, just like those who served in the armed forces. President Harry Truman declared the last day of 1946 as the end of hostilities. In the period after the formal Japanese surrender and the president's declaration, 23 U.S.-flag merchant ships were damaged or destroyed by mines, which resulted in casualties to American mariners. Moreover, during that same period, merchant ships remained under military control. Civilian mariners legally were bound to obey orders from U.S. Navy and Army personnel.

Express Marine Boatmen Save 2 in Delaware River

As the SIU-crewed tug *Consort* exited the east end of the C&D Canal into the Delaware River at dusk on August 19, AB **Melbourne (Scooter) Smith** almost couldn't believe his eyes.

Directly ahead of the Express Marine tug and barge, two men fell into the water as their canoe capsized—in an area not exactly renowned for recreational boating.

After watching the boaters become swimmers, Smith quickly alerted the other crew members, including Captain **Melvin Braddy** and AB/Cook **Mike Daniels**. Within about 15 minutes, the *Consort* rescued the middle-age boaters, who were uninjured.

"A canoe in that area is very bad business," observed Braddy, a 30-year member of the SIU. "The current runs very strong and it's deceiving. Plus there are ships and vessels constantly sailing in and out."

Braddy estimated the boaters—who did not have life jackets—were a half-mile from shore when their canoe flipped. One man had

a float cushion and "wasn't doing too badly," but the older of the two "was hanging onto the end of the canoe and was tired. With that current and no life vest, a half-mile is a long way," Braddy noted. "They were into the edge of the shipping channel, so if they didn't drown, there's a great possibility they would have been run over."

The *Consort* was hauling a load of coal from Baltimore to Marcus Hook, Pa. when Smith saw the mishap.

"If he hadn't been looking when they turned over, they would have been in trouble," Braddy said. "Our barge was loaded, it sits way down in the water. I set the tug sideways, and three guys on deck threw life rings and then pulled the [boaters] right up."

"Basically, all we had to do was try not to run them over."

The captain added that the rescued pair conveyed their thanks and seemed in good spirits.

They were turned over to the U.S. Coast Guard after the rescue.

House Passes Shipping Reform

The House early last month passed the Ocean Shipping Reform Act, a bill that allows shippers and international container carriers to enter into confidential service contracts, provides flexibility for tariff publication rather than eliminating tariff filings, and keeps the Federal Maritime Commission as an independent agency.

The Senate is expected to vote on the bill approved by the House in the near future, possibly as soon as this month.

Specialized Training for Maritrans Boatmen



The Paul Hall Center for Maritime Training and Education in Piney Point, Md. offers specialized courses to accommodate Seafarers' work schedules and the particular needs of individual companies. A recent example is the special firefighting class provided for SIU boatmen employed by Maritrans, Inc. Ten Seafarers completed the training in early July. Pictured above with instructor Stormie Combs are **Kenneth Brady**, **Paul Brown, Jr.**, **Robert Ensminger**, **William Horner, Jr.**, **Jacobus Maaskant**, **William Marshall**, **Rimuyas Ourbonas**, **William Perry**, **Mitchell Roberts** and **Gary Waters**. In photos below, the boatmen practice firefighting techniques.



Remembering Brother Beattie



Crew members aboard the *Sea-Land Integrity* (pictured above) on May 17 carried out the wishes of SIU Pensioner **Samuel H. Beattie** by scattering his ashes at sea. Brother Beattie died April 6, at age 67. He sailed with the SIU for almost 40 years, as a member of the engine department.

Ecstasy Fire Exposes Problems on Runaway-Flag Cruises

Language Skills, Professionalism Questioned by Passengers Left in Dark During Blaze

For passengers sailing out of the port of Miami on the afternoon of July 20, the scheduled cruise to Mexico was anything but an "ecstasy."

Around 5:30 p.m., the Liberian-flagged Carnival Cruise ship *Ecstasy* caught fire within sight of the Miami Beach shoreline. Beachcombers, hotel guests and condominium residents looked on while television helicopters circled above, broadcasting to millions of others across the country as flames shot out of the rear of the passenger ship.

On board were 2,575 passengers—most of them Americans—and 868 crew members from 35 nations. While reports have varied, depending on the sources, many stories from across the country and on national television recalled passengers not being fully aware of what was happening aboard the 70,000-ton vessel.

The *Naples (Fla.) Daily News* quoted one passenger in its July 24 edition as saying crew members may have been as confused as the guests.

"It became clear at that point that many of the crew were as in the dark as we about the extent of the fire," stated Delos Johnson of Coral Springs, Fla., according to the southwest Florida paper.

Others had to rely on sources off the ship to get the latest news.

On the NBC News show "Today," which aired July 21, Dr. Kim Jacobson told listeners in a live interview that she discovered what was going on through a cellular telephone call to her brother, who was watching the situation unfold on television.

Dr. Jacobson said passengers were being informed repeatedly the fire "is minor problem and we have this under control."

She then told anchorperson Katie Couric, "The crew didn't do anything to appease their [the passengers'] fears. I got a sense of panic from the crew members."

From the *Waco, Texas Herald-Tribune* came news from the fire chief of Bellmead, Texas, who witnessed the fire as he settled in for his vacation at sea.

James Karl told the paper that

passengers were being informed of a minor fire, but he could see it was getting worse.

"I kept looking out the window and seeing all the help coming, and I told [others] this was not a minor fire," Karl said in a story written by Emily Gibson.

Investigation Continues

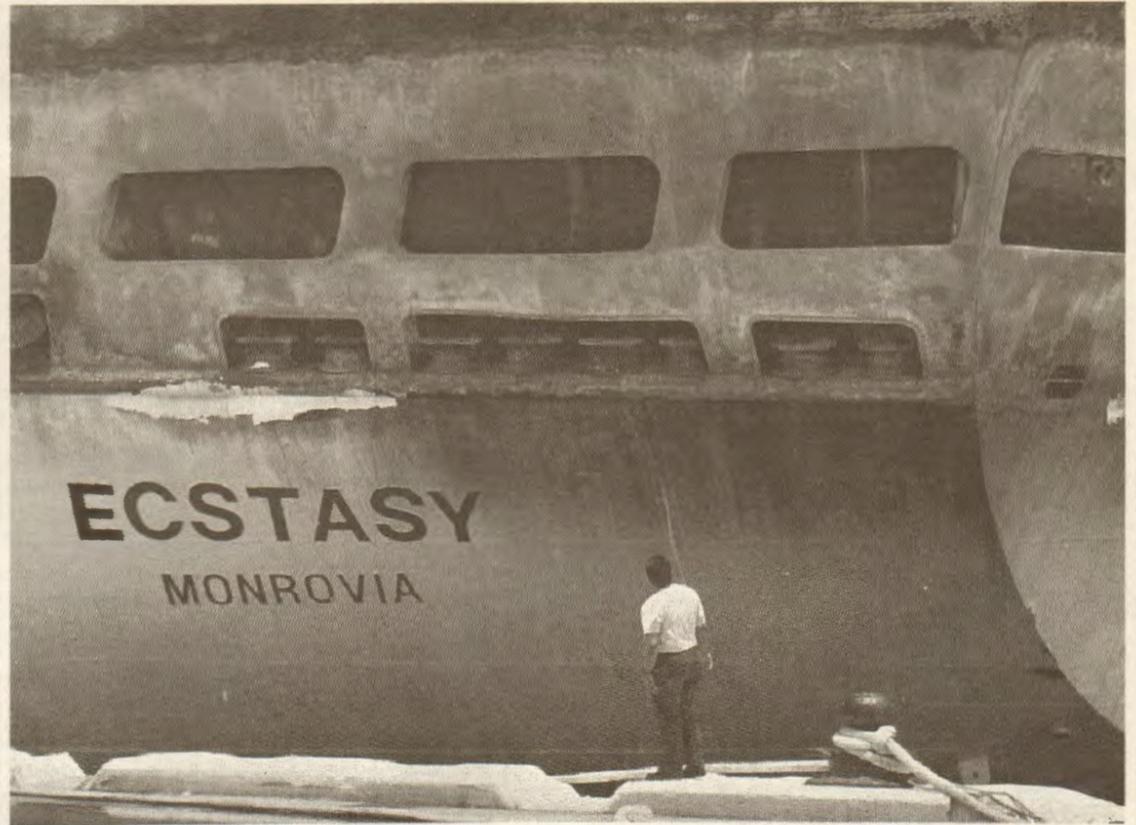
Investigators from the National Transportation Safety Board (NTSB) and the U.S. Coast Guard still are trying to determine what started the blaze shortly after the *Ecstasy* shoved off for a four-day cruise to Key West, Fla. and Cozumel, Mexico.

Before the vessel had cleared the channel buoys, the Coast Guard and others saw smoke coming from the stern. In fact, residents along Miami Beach called the Coast Guard and news bureaus asking if anything was wrong with a cruise ship leaving the city.

Around 5:45 p.m., the Coast Guard station in Miami radioed the captain of the *Ecstasy*, asking if help was needed. The response was no; however, a fleet of tugboats used to assist vessels in and out of the harbor already was on its way to the stricken ship after seeing local news footage of the situation. The tugs were equipped with fire monitors to attack the blaze with sea water.

Within half-an-hour, the *Ecstasy* acknowledged the need for assistance. The tugs were getting into place to spray the stern as flames could be seen coming from the vessel. The Coast Guard, which had alerted its emergency teams, deployed a fire boat. Another cruise ship departing Miami stood by in case an evacuation of the *Ecstasy* was needed. Local fire departments airlifted paramedics to the ship to work with the crew.

The fire was under control approximately two hours after it was reported. News articles differ on the number of people from the 7-year-old vessel requiring medical treatment. Around 60 received some type of aid, most of these being crew members.



A shipyard repair worker scans the damage to the Liberian-flagged cruise ship *Ecstasy*. The vessel caught fire July 20 shortly after departing Miami for a four-day voyage.

Three stayed overnight in local hospitals.

Articles Lost

The *Ecstasy* was towed back to Miami, where it arrived early the next morning. Passengers had the option of staying on board or checking into a local hotel. Those whose cabins were in the aft section could not return to their rooms to claim their belongings or gather a change of clothes.

This became a problem for some, according to *The Miami Herald*. When Carnival delivered luggage and other items to the hotel two days after the fire, some passengers told the newspaper they were missing money, jewelry, cameras and computers.

Additionally, the paper reported on the plight of four Florida residents who elected to spend the night on the ship. When their friend arrived to pick them up the next morning, he was "told by

Carnival that a security check proved the ship was empty," according to the story written by Frances Robles and Yves Colon.

The four woke up around 9:30 a.m. on Tuesday, July 21 only to find the ship empty and crew members wondering what they were doing on the vessel.

Originally, Carnival officials claimed the ship would be repaired quickly and returned to service by the end of the month. Those damage estimates were vastly understated. By the time the 855-foot ship arrived at Newport News (Va.) Shipbuilding for repairs, the company was hoping to have the *Ecstasy* sailing again by mid-September. But reports from the shipyard noted extensive damage to 25 to 30 cabins with nearly 200 others suffering smoke and water damage. Repairs may keep the ship out of service even longer.

Previous Problems

This was not the first time the *Ecstasy* has made national news or suffered a fire.

An NBC News crew boarded the *Ecstasy* in 1995. During its stay on the Carnival ship, the crew uncovered an empty life preserver box on deck. The company at that time said each passenger has a life preserver in his or her cabin. (As many passengers found out in July, it was impossible to retrieve those preservers because they could not gain access to their cabins due to the fire.) The news crew also filmed situations in which some members of the ship's crew had a problem speaking English clearly to the reporter posing as a passenger.

Keith Wyka, a passenger on the ill-fated July 20 voyage,

Continued on page 6

New Legislation Attacks Jones Act

Bills Offered Despite Support for Cabotage Law

Despite the solid support the Jones Act has among the members of Congress, several legislators have introduced measures during the summer designed to weaken the nation's freight cabotage law.

More than half the officials serving in the House of Representatives have signed their names to House Concurrent Resolution 65, which calls for no changes in the Jones Act. The measure has strong bipartisan support with 243 cosponsors. The SIU continues to call for no changes in the law.

However, new bills have been presented in both the House and Senate designed to strike the first crippling blow to the Jones Act, which states cargo moved between two domestic ports must be carried aboard U.S.-built, U.S.-flagged and U.S.-crewed vessels.

On July 16, Representative Nick Smith (R-Mich.) offered legislation (H.R. 4236) that would allow foreign-built ships to reflag under the Stars and Stripes so they could carry certain agricultural products (including livestock) along the Great Lakes and coastwise trades.

(Last year, Smith introduced a different bill designed to gut the Jones Act. That measure, known as the Coastal Shipping Competition Act (H.R. 1991), would permit foreign-flag, foreign-crewed

vessels to make up to six trips annually in the U.S. coastwise trade. H.R. 1991 has only 15 cosponsors.)

Senator Sam Brownback (R-Kan.) presented a measure similar to H.R. 4236 to his colleagues on July 30. Like the Smith bill, the Freedom to Transport Act (S. 2390) also would allow foreign-built vessels to carry farm products between U.S. ports. However, S. 2390 does not call for the reflagged ships to be U.S.-citizen owned.

The Senate Commerce, Science and Transportation Committee, which has jurisdiction over the U.S. maritime activities, tentatively has scheduled a hearing on the Jones Act for early September.

The latest bill to be introduced calls for producers of Georgia clay to receive waivers from the Jones Act to move their product aboard foreign-flag, foreign-crewed vessels when no U.S.-flag barges are available. Offered by Representative Charlie Norwood (R-Ga.) on August 6, the Domestic Kaolin Competitiveness Act (H.R. 4490) has been sent to the House National Security Committee for consideration.

SIU members are reminded to contact their elected officials to thank those who support the Jones Act and inform the others why the nation's freight cabotage law continues to serve as a valuable asset to America's national and economic security.

What Carnival Said...

"The crew clearly reacted properly."
Bob Dickinson, President
Carnival Cruise Lines
The Miami Herald
July 21, 1998

"There was welding going on in an area of the laundry room.... That's our theory. We've asked the Coast Guard to verify it."

Bob Dickinson, President
Carnival Cruise Lines
(Commenting on the cause of the fire.)
CNN interactive
July 21, 1998

"It was not a severe fire."
Bob Dickinson, President
Carnival Cruise Lines
The Miami Herald
July 22, 1998

What Others Said...

"From the time we noticed it, it was less than two or three minutes when our room had filled up with smoke. No smoke alarms had gone off, no fire alarms had gone off."
Passenger Dale Palmer
The State, Columbia, S.C.
July 22, 1998

"[The welders] said that while they were there to repair a broken bolt on a piece of machinery used to dry and fold bed sheets, they had not begun welding when the fire started."
Ted Lopatkiewicz, Deputy
Director Public Affairs
National Transportation Safety
Board
CNN interactive
July 21, 1998

"When we stepped outside on the balcony and we saw a lot of smoke, we knew it was a severe problem. It was kind of downplayed, I think."
Passenger Travis Crocker
The State, Columbia, S.C.
July 22, 1998

Third Bob Hope RO/RO Vessel, USNS Seay, Christened

United States national security got a boost and the U.S.-flag fleet welcomed a new addition June 20 with the christening of the third of four SIU crewed Bob Hope class vessels being built at Avondale Industries in New Orleans.

The roll-on/roll-off ship *USNS Seay*, slated to join the U.S. Military Sealift Command's Afloat Prepositioning Force next year, received a warm welcome from Air Force General Walter Kross, head of the U.S. Transportation Command, which oversees MSC; Navy Vice Admiral James Perkins, commander of MSC; and others at the ceremony.

Built to support U.S. Army troops by transporting vehicles, supplies and other equipment, the *Seay* is 950 long, has a beam of 105 feet and displaces 62,000 tons (fully loaded). Capable of sustaining speeds of up to 24 knots, the diesel-powered ship has 380,000 square feet of cargo space.

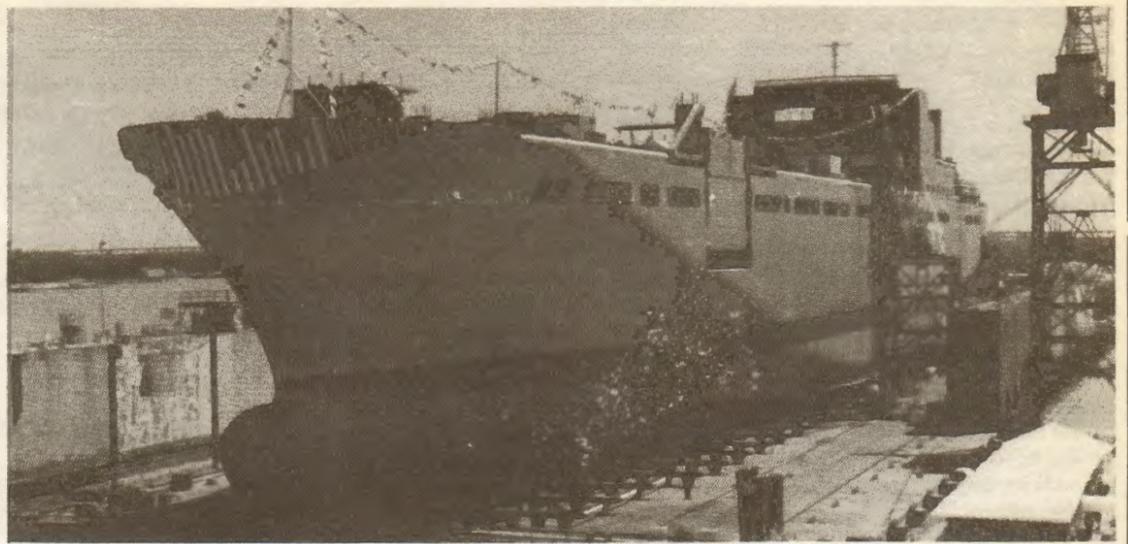
MSC estimates the *Seay*, oper-

ated by SIU-contracted Maersk Line Limited of Norfolk, Va., can carry up to 1,000 Army helicopters, tanks, trucks and other military vehicles per voyage.

General Kross, the main speaker at the christening and a strong ally of the U.S. fleet, stated, "I am deeply humbled both by the immensity and power of this grand new vessel and by the character and sacrifice of the magnificent young man, William W. Seay, whose name we shall bestow upon her."

The ship, like most others comprising the 19-vessel fleet of new builds and conversions for MSC, is named in memory of a Medal of Honor recipient—in this case, Army Sergeant William Seay, who posthumously received the award for gallantry in action in Vietnam.

Of those 19 vessels, SIU members will crew four Watson-class ships constructed at NASSCO in San Diego, four Bob Hope-class ships built at Avondale and five converted RO/ROs. To date, two



More new jobs for Seafarers are on the horizon as the *USNS Seay* is scheduled to join MSC's Afloat Prepositioning Force next year. The SIU crewed ship will provide support for the U.S. Army.

Lakes' Cargoes Stay Ahead Of Last Year's Strong Pace

Cargo volumes moving on the Great Lakes remain ahead of last year's pace despite a recent fire that hampered processing operations of one of the Lakes' largest stone-shipping companies.

According to the Lake Carriers' Association, U.S.-flag bulkers—including a number of SIU-contracted ships—through July had hauled 58.2 million net tons of cargo, compared to 55 million for the same period in 1997. Among those commodities are coal, iron ore, cement, salt, sand, grain, limestone and gypsum.

The stone trade dipped slightly in July, the result of a fire at Michigan Limestone in Rogers City, Mich. However, it is on pace to exceed the previous season's total for the fifth straight year.

The association also reported that almost all U.S.-flag vessels operated by Great Lakes companies were in service as of mid-August.



Keeping the deck clean on the *Kinsman Independent* is AB Ali Quarish.



Aboard the *Richard Heiss*, Second Cook Tim Lowe happily puts out fresh rolls.

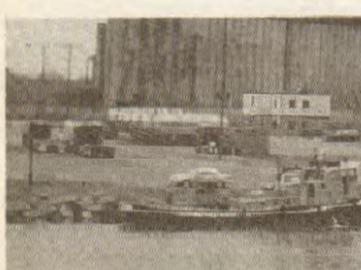


Deckhand Don Sausman, pictured aboard the *Kinsman Independent*, is part of the work force moving a record amount of cargoes on the Great Lakes.



Above: The Seafarers crewed *Kinsman Independent* is photographed recently in Buffalo.

Below: SIU boatmen on tugs operated by Great Lakes Towing, though not transporting cargo, have contributed to the brisk business by providing safe docking operations throughout the region.



of the Watson ships and three of the Bob Hopes have been completed, while the converted vessels have been under way for some time.

Meanwhile, charters have not been awarded for six additional new builds that are expected to round out the group by the year 2001—three more Watson ships designated for San Diego, and three Bob Hope vessels slated for New Orleans.

Vice Admiral Perkins, directing his remarks to William Seay's family, said the vessel *Seay* "will be a great ship because she will

epitomize the heroic legacy of Sergeant Seay. American merchant mariners will crew this ship and are going to make you proud."

He added that the ship will be "ready to respond to any contingency—from going to war to responding to a natural disaster, from defending America's interests around the world to aiding the devastated, the downtrodden, the needy."

Sergeant Seay was two months shy of his 20th birthday when, while serving as a driver on a resupply mission, his unit came

under heavy fire from a reinforced North Vietnamese army battalion.

"He didn't just defend. As enemy fire intensified, so too did his response," noted General Kross.

Sergeant Seay killed at least 10 North Vietnamese soldiers, despite being severely wounded. He fired shots and repeatedly returned grenades back at the enemy after the bombs landed nearby.

The sergeant finally perished from a sniper's bullet.

ITF Compiling List to Help Stevedores

In a move intended to assist stevedoring unions, the International Transport Workers' Federation (ITF) last month began an initiative to create what it describes as a "target list" of ships handled by non-union labor.

The ITF, of which the SIU is an affiliate, said in a statement that the target list "will be restricted to ships handled during disputes relating to anti-union practices or union-busting, and may include ships which have been handled by terminals where ITF affiliates are prevented from organizing workers and/or confronted with other anti-union policies; ships handled by terminal operators or labor supply companies employing cheap labor not covered by a collective labor contract signed by an ITF

affiliate, and competing unfairly with unionized terminals; and any other ship which the ITF secretariat is informed has been handled by non-union labor as a result of anti-union practices."

Based in London and consisting of more than 470 transport-related unions around the world, the ITF plans to distribute the list to "all ITF affiliates organizing dock workers. Seafarers' unions will be asked to contact members on board the ships listed to inform them why their vessel is targeted."

The initiative is the next step in the federation's worldwide campaign against anti-union policies in the port industry, resulting from a decision of the ITF Dockers' Section in Miami last year. During that conference,

unions signed what the ITF describes as an "international solidarity contract" and pledged mutual support.

"Since the start of the campaign, the ITF has asked members around the world to take direct action to support an affiliate in several cases; the MUA in Australia and the CMU in Sri Lanka, amongst others," the federation stated. "In other cases the ITF has asked affiliates to express their views to company managers who have tried to replace trade unionists with unorganized workers."

The first target list will be presented to unions during the ITF's congress in New Delhi, slated for October 29-November 5.

SIU Executive Vice President John Fay is chairman of the ITF's Seafarers' Section.

Ecstasy Fire Highlights Problems on Runaways

Continued from page 5

videotaped some of the chaos on the ship and provided it to NBC's "Dateline," which aired it the next evening.

Wyka, who is from Inverness, Fla., told Eric Tiansay of the *Naples Daily News*, "We were very concerned that 'Dateline' had pointed out these problems to Carnival three years ago, and basically nothing had changed since then."

Then, in 1996, the vessel sustained an electrical fire on its way back to Miami. No one was injured in that instance, but two engines were knocked out of service.

Concerns for Safety

James Burnett, who served as NTSB chairman from 1982 to 1988, told *The Miami Herald* he

was concerned that a future voyage may not be lucky as this one. (*The Herald* had stated that at least 10 fires had occurred aboard cruise ships in the last four years, with several involving vessels sailing from South Florida.)

"Sooner or later, one of these fires is going to be at sea, and the passengers will go into the water. When that happens, it will be a test for the survival of the cruise industry," Burnett noted.

Perhaps one of the most ironic incidents to occur on the *Ecstasy* as the fire was being fought was the entertainment provided to take peoples' minds off the situation.

According to the Birmingham, Ala. NBC 13 website, a lounge singer was leading the passengers decked out in life preservers in a series of John Denver songs.

Heads fell into their hands when the vocalist tried to get the group to sing "Take Me Home."

Personals

RICHARD BARKER

Please contact your god-daughter, Helena Bartels Duncan, at 400 Klondyke Road, Apt. B1, Long Beach, MS 39560.

LARRY MELVIN

Please call Clinnie Owens of Fayetteville at (910) 438-0954.

KIMBERLEY VAUGHAN & MAULMAUL NYZE

Please get in touch with Anna Martin at 1101 West 3rd Street, Chester, PA 19013.

Thirteen Stewards Impart Value of Family & Education Speak to Members During Recertification Ceremony

The support of family—whether it be their relatives or the surrogate family they have found at the Lundeberg School—means a lot to Seafarers, who are often away from their own homes for months at a time.

This was alluded to by graduates of the recent class of 13 recertified stewards as they delivered their remarks during the August membership meeting in Piney Point, Md.

Completing the five-week steward recertification program—the highest level of education the union offers for members of the steward department—were **Terry L. Allen, Richard E. Casuga, Elena R. Curley, Edward P. Dunn, James F. Dunne, Luis Escobar, Carol A. Grycko, Ronald Jones, Emmanuel Laureta, Ronald Malozi, Gualberto M. Mirador, Lovie L. Perez** (who shipped out just prior to the graduation ceremony), and **Louella M. Sproul**.

Ronald Malozi was a case in point. A graduate of the entry level program in 1983, Malozi

said that every time he returns to the school and sees the instructors and staff, he feels like he's meeting with family. The 37-year-old, who ships from the port of Baltimore, also thanked his brother for returning to the school to be with him on his graduation day. His brother, now an engineer, is an SIU hawsepiper and provided proof to the unlicensed apprentices in the audience that one can work his or her way up the ladder of success within the maritime industry.

Malozi, who had attended six previous upgrading courses at the school, found much to be excited about during this program. He particularly enjoyed the new galley labs, which have given him more knowledge through practical and hands-on training, and came away with many new ideas for menu planning and food preparation. In learning how the union is politically involved, he noted that he now realizes more than ever how important it is to contribute to SPAD.

"The school offers everyone the tools to succeed," Malozi said. "The union goes out of its way to ensure everyone can reach their goals. If one doesn't take advantage of the opportunities, it's their own fault."

Thanks Family

Edward P. Dunn of Brooklyn, N.Y. also had family members join him at the graduation ceremonies, his wife and children, whom he thanked for their continued caring.

In addition to acknowledging his teachers and instructors for their time and dedication during the five weeks, the 21-year SIU member extended his gratitude to Chef Allan Sherwin and Chef Romeo Lupinacci for their "wonderful culinary program."

To the unlicensed apprentices, the 40-year-old Dunn said he couldn't help notice their professionalism, dedication and hard



Completing the steward recertification program—the highest level of education the union offers for members of the steward department—are (from left, kneeling) Gualberto M. Mirador, Louella M. Sproul, Elena R. Curley, Luis Escobar, Ronald Jones, (second row) James F. Dunne, Richard E. Casuga, Terry L. Allen, Carol A. Grycko, John Smith (instructor), Edward P. Dunn, Lovie L. Perez, Emmanuel Laureta and Ronald R. Malozi.

work "from the morning flag-raising to the end of the day." He told them, "Whatever department you choose as a career, remember you are the future of the SIU."

He also had words of advice for his fellow stewards. "You have chosen a great field, the culinary arts. Remember, there are no limitations in this profession. Whether you are a steward assistant or a chief steward, we are all important."

Luis Escobar, 45, has upgraded at the Lundeberg School eight times, but this time was the most exciting. Not only was the audience filled with many of his relatives, but his two daughters, who live in different parts of the world, were united for the first time (see story, page 24).

A member of the SIU since joining in Honolulu in 1987, Escobar currently ships from the port of San Juan, P.R.

"I always love coming to upgrade, but this course was the most rewarding of my career," he noted. "And the fact that I had the opportunity to be enrolled in this program will not stop me from returning to upgrade and keep up-to-date with new rules and regulations."

Escobar particularly singled out the classes in sanitation and computers as being of importance to him. Upgrading at the Lundeberg School, according to Escobar, "is the only way to reach our goals."

Pushes Upgrading

A Seafarer since 1981, when she joined in the port of Honolulu, Carol A. Grycko encouraged fellow shipmates to attend upgrading courses at the Lundeberg School. She, herself, has returned five times.

The sanitation course, especially Chef Allan's lectures and videotapes on that subject, was a highlight for Grycko, who now



Under the watchful eye of Chef Allan Sherwin (left), Richard Casuga and Elena Curley hone their skills in the school's culinary lab.

sails from the port of San Francisco. She also found the social responsibilities class very enlightening. "I believe we all gained insight into improving our public relations, not just aboard ship, but to our entire membership," she stated.

Grycko said she thinks of her time at the Lundeberg School as a unique sabbatical. "We have everything here," she said. In addition to the fantastic education, students have "a nice room, pool, gym, sports areas, bar, sailboats, food, a beautiful view, security, a staff that helps us, and we continue to meet fellow members who may become lifelong friends." It's such a tranquil place that she has even spent vacation time at the school.

Stay Informed

Terry L. Allen, 48, said that in today's workforce, one must keep up with the changes in order to stay on top.

He has returned to the school four previous times and has seen a lot of improvement over the years. The sanitation class, in par-

ticular, will be very helpful to him aboard ship, he noted, and he looks forward to helping others and encouraging his fellow shipmates to practice safe sanitary habits.

Allen also enjoyed the fire-fighting class. It was a good learning experience and Instructor John Smith's presentation made it almost fun, Allen noted with a laugh.

Allen began sailing with the Marine Cooks & Stewards in 1968 from New York. He now sails from the port of Wilmington, Calif.

Class Curriculum

In addition to their work in the galley labs, creating, practicing and preparing new recipes and experimenting with cooking techniques, the recertified stewards spent time in the school's computer center learning how to maximize their skills to order food and other staples while aboard ship.

They also took refresher courses in CPR, first aid and fire-

Continued on page 8



A refresher class in CPR was required for completion of the steward recertification course. Above, Ronald Jones practices his resuscitation technique on a life-like dummy.



Gualberto Mirador (left), Emmanuel Laureta (center) and Louella Sproul get practical and hands-on training in the galley lab, knowledge they will take with them when they return to their respective ships.



Graduates of the steward recertification program address officers, fellow members, unlicensed apprentices and guests at the August membership meeting in Piney Point, Md. From the left are Terry Allen, Carol Grycko and James Dunne.

Seafarers Help Stabilize Grounded Tanker in P.R.

SIU members from the Caribbean and Gulf Coast districts recently assisted in stabilizing a grounded Russian tanker in Guayanilla, P.R.

The Seafarers set miles of booms around the tanker and handled other duties aimed first at preventing spillage and then at minimizing the impact of a potential spill.

None of the double-hull tanker's oil leaked, and the ship was freed from the reef upon which it had grounded in about 72 hours.

"Our guys were called out by the Coast Guard and they did a

good job," reported SIU Representative Victor Nuñez, based at the SIU hall in Santurce, P.R. "They did a lot of work and they did so under stressful conditions."

The Seafarers who took part in the task, which happened near Ponce, P.R., are employed by Crowley Marine Services.

Fortunately, no oil leaked from the double-hull tanker, and the grounded Russian ship was removed from the reef in about 72 hours.



With the Russian tanker stuck on a reef and loaded with oil, Seafarers AB Roberto Valentin, AB Eric Espada and AB Juan Cavalier pitch in to prevent spillage and free the vessel.



Ready to assist on an oil-spill prevention job in southern Puerto Rico are SIU members (from left) AB Juan Cavalier, Second Mate James Gibson and AB Eric Espada.

13 Stewards Complete Recertification Program in August

Continued from page 7

fighting as well as a session on social responsibilities—knowledge that will serve them well both on and off their ships.

Outside the school grounds, the students spent time at the SIU headquarters in Camp Springs, Md., where they met with representatives of the union's various departments: contracts, communications, government affairs, welfare, training and the vacation and pension fund. These sessions were designed to enhance their understanding of the union's operations and provide them with the latest information from each department so that they, in turn, may relay it to their fellow crew members aboard ship. They also had an opportunity to sit with SIU President Michael Sacco for his view of the importance of their jobs and of the state of the maritime industry.

Shipboard Benefits

Emmanuel Laureta, who has upgraded three previous times at the school, understands the importance of increasing his knowledge and updating his skills. The 36-year-old said all the classes on sanitation and healthy cooking as well as the review of firefighting, CPR and first aid skills are things that will benefit him aboard ship.

Laureta joined the union in Honolulu in 1983. He recommended upgrading to his fellow Seafarers because "we can learn to advance our careers only through further education."

In agreement with that sentiment was James F. Dunne, who not only recommends upgrading at the school, but believes it should be a requirement—both as a learning experience and as a refresher.

Dunne noted that the sanitation and computer courses will ensure a more efficient and safer galley operation for all members aboard ship.

"Our business is forever changing," he said, "and our skills must keep pace with these changes—for the good of the union, the shipping company and the safety of the ships' crews."



Computer classes are part of the recertification program and help develop skills which are very useful aboard ship.

The 60-year-old Dunne joined the union in 1987 in the port of San Francisco. He presently sails from the port of Tacoma, Wash.

"Knowing my fellow shipmates have these skills makes me feel safer and more secure in my job and life aboard ship," Dunn concluded.

Better Understanding

With all that he learned in the five-week course, Richard Casuga believes he will now be able to more fully represent the union while aboard ship. Casuga, 58, has upgraded at Pincy Point twice before. This time, however, was notably special. Chef Allan's cooking methods will help him on board any vessel; but most important, the steward said, was learning the inner functions of the union: contracts, negotiations, and the different plans.

Casuga joined the Marine Cooks & Stewards in 1961. He continues to ship from the port of San Francisco.

Casuga added the school is one great compound of learning with a staff of highly competent instructors and teachers—and he thanked them all.

Praise for Staff

As with the other graduating recertified stewards, Ronald Jones had nothing but praise for the school and its instructors.

Jones, who sails from the port of Houston, also urged the unlicensed apprentices in the audience to work hard because this profession will be good to them.

Louella Maria Sproul has been

sailing since 1973 when she also joined the Marine Cooks & Stewards in San Francisco.

She found the sanitation class very helpful and knows that the firefighting refresher class will be of use both at home and aboard ship.

Sproul recommended attending upgrading classes at the school to anyone who wishes to make shipping his or her career. "I would urge our members to come and upgrade their skills," she said. It not only leads to job security, but "without upgrading, your choices of jobs are limited. You can't get the jobs of tomorrow without the skills of today."

Gualberto Mirador, 57, extended a warm thanks to all the staff "who are so courteous, kind and who helped make our stay here a remarkable one."

For Mirador, attending the steward recertification course was an enjoyable opportunity.

He noted that he learned a lot—from gourmet cooking techniques, which will enhance his capability in preparing nutritional food for the crew, to helping him realize the importance of food handling and sanitation and most of all, the significance of health and safety, including firefighting, first aid and CPR.

Mirador, a Navy veteran who joined the union in 1988 in Norfolk, Va. and continues to sail from that port, highly recommended the upgrading opportunities available at the school. Not only will it help Seafarers to enhance their skills and broaden their perspectives as far as their profession is concerned, he stated, but "you might meet coworkers whom you haven't seen for decades."

Return Student

This was the fifth time back at the school for Elena Curley, a 13-year SIU member who sails from the port of Honolulu.

Curley thanked all her instructors, giving a special commendation to John Smith for the way in which he taught the CPR and firefighting portions of the course.

She also singled out the sanitation and computer classes as very useful aboard ship and said she would recommend upgrading classes to her fellow Seafarers. "With the training and experience I have had as a member of the SIU, I'm looking forward to many more fruitful years of working as a Seafarer and of doing my job at the very best level of professionalism."

"Knowledge is power!" wrote Lovie Perez, 45, in a statement prior to shipping out. She found the steward recertification program a very good experience.

A member since 1983, when she joined the union in Honolulu, Perez was especially interested in learning about how the union works.

Now sailing from the port of Tacoma, Perez, who has returned several times to the school for upgrading, agreed that if a person truly wants to excel and wants to make a career out of the maritime industry, there is no better means than to continually upgrade their skills.

Mirador Helped USNS Shughart Get Off to Good Start

One of the more challenging assignments during Recertified Steward Gualberto Mirador's 10 years as an SIU member was working as part of the pre-fitout crew of the converted prepositioning ship *USNS Shughart*.

For several months before the vessel's delivery in June 1996, Mirador helped ready the galley of the roll-on/roll-off ship, even while providing meals for Navy personnel who were finishing the *Shughart's* refurbishment.

The Seafarer's efforts were praised in a letter from the captain that recently came to the *Seafarers LOG's* attention.

"He had to review galley and messing designs, and make the appropriate changes in addition to his normal duties," wrote Captain C.V. Spillane. "His position was difficult during a period where he had to provide four-star service at the same time he was storing his department without storekeepers. All this was done in a superior manner...."

"Steward Mirador had to be familiar with the Navy's procurement system and had a great deal to do with the system that will be used in the follow on (other) ships of this class. His service to this ship has been far above average."



Gualberto Mirador

Advisory Board Gets Results

Industry Group Works Toward Better Training

Among many other examples of the recent accomplishments of the Paul Hall Center for Maritime Training and Education's deep sea and inland advisory board are the school's and SIU's U.S. Coast Guard-accepted training record book, the revamped entry-level training program, and school-produced videotapes that help enable Seafarers and SIU-contracted companies to comply with evolving regulations covering shipboard familiarization and safety.

This year, the board conducted its annual meeting at the center in Piney Point, Md. in mid-July. More than 100 people attended, including representatives of the school and the union; SIU-contracted deep sea, Great Lakes and inland companies; the U.S. Coast Guard

and its National Maritime Center; the U.S. Maritime Administration; the U.S. Military Sealift Command; and the National Transportation Safety Board.

Already, the group's most recent efforts have generated results, such as the Coast Guard's announcement last month that it has extended the deadline for certain types of shipboard assessment required by the STCW convention. (See related stories, pages 12-13.) Along those lines, the ceremonial groundbreaking on July 16 for the Joseph Sacco Fire Fighting and Safety School reflected the board's input into continually improving the Paul Hall Center's curriculums.

Overall, the main topics at the two-day session were implement-

ing the developing training requirements for mariners and effectively documenting individual Seafarers' certifications for those statutes.

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

During the full assemblage, participants examined other STCW issues, vocational and academic training available at the center's Lundeberg School of Seamanship, year 2000 concerns, cooperation within the maritime industry and more.

(Editor's note: Last month's issue of the *Seafarers LOG* contains a more detailed report on the meeting.)



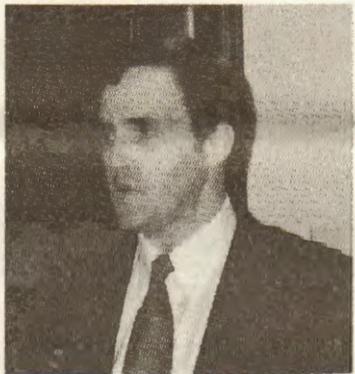
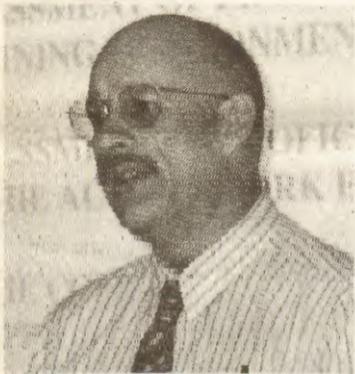
Members of the Paul Hall Center's deep sea and inland advisory boards examine new international requirements for merchant mariners.



In photo above and the two below, subcommittees addressed several key issues, including the need to establish auditing standards for validating training records.



Among the speakers at the two-day session were (clockwise from above left) Captain Michael Rosecrans and Captain William Bennett of the Coast Guard, Vincent Cantwell of the Human Factors Group and Eric Malzkahn of the Paul Hall Center.



West Coast Seafarers Meet With New VP



During recent shipboard meetings in the Long Beach-Los Angeles harbor, Seafarers greeted the union's new West Coast vice president, Nick Marrone, who filled the vacancy created when longtime SIU VP George McCartney retired this summer. Marrone and Wilmington, Calif. Port Agent John Cox provided SIU members with the latest news concerning the Paul Hall Center's new fire fighting and safety school, the training record book jointly issued by the school and the union, and other information from the industry.



Top photo left: Captain Bill Hunter (left) and AB Hank Scott (right) welcome Marrone aboard the Crowley tug *Sea Robin*. Top photo right: Marrone greets crane maintenance electricians (from left) Greg Abalos, Manny Tan and Xuan Phan. Pictured directly below, Captain Kerry Dematos (left photo) and Marshall Novak (right photo) pose for the camera.

Clancey, Lowman to Receive 1998 AOTOS Awards in Nov.

The Admiral of the Ocean Sea (AOTOS) Award, considered by many to be a very prestigious award in the maritime industry, will be presented next month to John P. Clancey, president and chief executive officer of Sea-Land Service, Inc.; and George F.



John P. Clancey

George F. Lowman

Lowman, chairman and chief executive officer of Farrell Lines, Inc.

The two men were selected from more than 200 nominees representing maritime management, labor and government officials. SIU President Michael Sacco is a past recipient.

"Both of these men are being recognized for their extraordinary efforts to help strengthen the U.S. presence in world markets and their commitment to the American seafarer," said John Bowers, chairman of the United Seamen's Service AOTOS committee, and president of the International Longshoremen's Association, AFL-CIO.

Clancey sits at the helm of SIU-contracted Sea-Land Service, Inc., the largest U.S.-based

ocean carrier. With a fleet of 105 container ships and approximately 200,000 containers in U.S. and foreign trade, Sea-Land serves 120 ports in 80 countries and territories.

Under Clancey, Sea-Land has earned a reputation as a leader in the global shipping industry.

George Lowman is responsible for a profitable company self-described as strongly committed to the U.S. flag and to American seafarers. Founded in 1925, Farrell Lines remains a privately-held U.S.-flag steamship company controlled by the Farrell family.

Late last year, Farrell accomplished its first fleet expansion in two decades, purchasing three containerships and expanding its carrying capacity by 56 percent.

LNG Crews Eye Upgrading Opportunities, Demonstrate Solid Commitment to Safety



Preparing food for the salad bar on the *LNG Capricorn* is Chief Steward Dana Cunningham.



Don't leave port without it: AB Thomas Guffey loads life rafts for the *LNG Libra*.

Upgrading opportunities at the Paul Hall Center were among the topics discussed during recent union meetings aboard the SIU-contracted LNG ships in Japan.

The center's Harry Lundeberg School of Seamanship offers two classes—LNG recertification and LNG familiarization—specifically designed for Seafarers who want to sail aboard the liquefied natural gas carriers, in addition to many other courses available to all SIU members.

Another popular subject on the LNG ships is vessel safety. SIU Representative George Tricker, who met recently with Seafarers aboard the ships at their overseas ports, reported that "it's very evident in spending time with the members that they understand that while safety is important aboard any ship, it's especially crucial on the LNGs, since those vessels carry such volatile cargo."

Indeed, the *LNG Taurus* recently reached the milestone of 900 consecutive days without a lost-time injury, an achievement that reflects how seriously all of the LNG crews take their responsibility for safely operating the Energy Transportation Corporation vessels.

Those vessels transport liquefied natural gas between ports in Indonesia and Japan. Each ship in the eight-vessel fleet features five massive, spherical cargo tanks that rise 40 feet above the deck. Each tank weighs 800 tons, is 120 feet in diameter and eight inches thick. Altogether, the tanks on each ship hold 125,000 cubic meters of liquid natural gas, at 265 degrees below zero (Fahrenheit).



Steward department members such as Chief Cook Franz Winiker, pictured aboard the *LNG Libra*, strive to maintain the fleet's reputation as good feeders.



Aboard the *LNG Aquarius*, DEU C. Sykes selects the needed tool.



Seafarers on the *LNG Libra* pose for a photo before the start of a recent union meeting.



Welcoming SIU Representative George Tricker aboard the *LNG Aquarius* is SA David Wakeman.



Michael Ruggiero, steward/baker aboard the *LNG Libra*, inspects stores recently taken on board.



Collaborating on lunch for their *LNG Taurus* shipmates are Chief Cook Brian McEleney and Steward/Baker Arlene Ringler.



SA Carlos Boiser helps keep the *LNG Taurus'* galley spotless.



AB Rich Lewis operates a boom control on the *LNG Capricorn*.



Engine department members on the *LNG Gemini*, including QMED Thomas Flynn (left) and Steven Hoskins, found an unusual way to display patriotism. They painted the Stars and Stripes on the shaft.



LEFT: Focusing on the task at hand is SA Larry Nicholson aboard the *LNG Leo*.

RIGHT: Computer technology on today's ships is second nature to many crew members, including Steward/Baker Glenn Williams aboard the *LNG Aquarius*.



Bringing stores aboard the *LNG Libra* are AB Louis Sorito and QMEDs William Garlin and Gregory Shepard.



Bosun John Thompson, sailing aboard the *LNG Aquarius*, checks the lifeboat battery charger.



QMED Dasril Panko cleans oil residue to help prevent slipping on the *LNG Aquarius*.



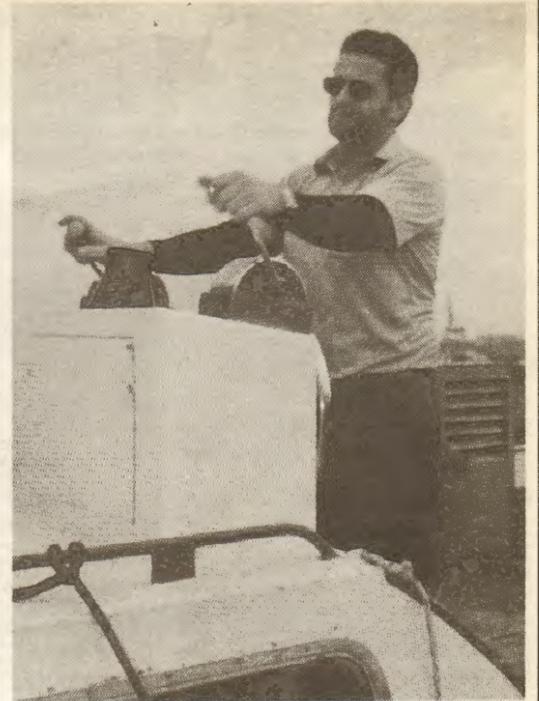
Proper sanitation in the galley is demonstrated by SA Ronnie Fore on the *LNG Capricorn*.



SIU Boatmen Paolo Digirolamo (left) and Paul Jernstrom (right) welcome Los Angeles Mayor Richard Riordan aboard the launch headed for Pier 400.



Keeping in touch with the office as he pulls away from the pier is Master Chris Pellicano.



The expansion project's scope means lots of water traffic in the Los Angeles-Long Beach harbor, which in turn means extra caution by boat operators such as Seafarer Ron Mason.

SIU Boatmen Dig Into Port Expansion

Scows, Water Taxis Work in Major Southern Calif. Project

Seafarers sailing aboard scows and water taxis operated by American Workboats are continuing their work in the massive port expansion program in Los Angeles and Long Beach, Calif.

Last month, SIU members transported Los Angeles Mayor Richard Riordan and other local representatives to what will be Pier 400, marking the first time that elected officials have set foot on the eventual 600-acre site.

Overall, SIU crews have assisted in the half-billion-dollar port expansion for nearly three years, and they are expected to continue that work until the project's completion, estimated around the year 2000. They operate the only union-contracted water taxis in the area, which they utilize to transport both stores and passengers (usually other workers heading to various industrial equipment on site). Seafarers also crew American Workboat "dump scows," used to tow dredged material to landfill areas.

Pier 400, billed by city officials as "the largest capital improvement undertaking of any U.S. seaport, and the port's most ambitious development project in its 91-year history," is being built on material dredged from the bottom of the ocean. That dredging, to as deep as 81 feet in some areas, reportedly will enable the Los Angeles-Long Beach harbor to accommodate the world's largest vessels.

The container terminal "responds to the needs of an anticipated doubling of cargo that is expected to move through the port in the next 25 years," the city said in a recent statement.

Pier 300, the first half of the project, was completed in mid-1997. It provides safe navigation for ships sailing to an APL Limited container terminal and a nearby coal export facility. Dredged materials from this phase provided the first 265 acres of Pier 400.



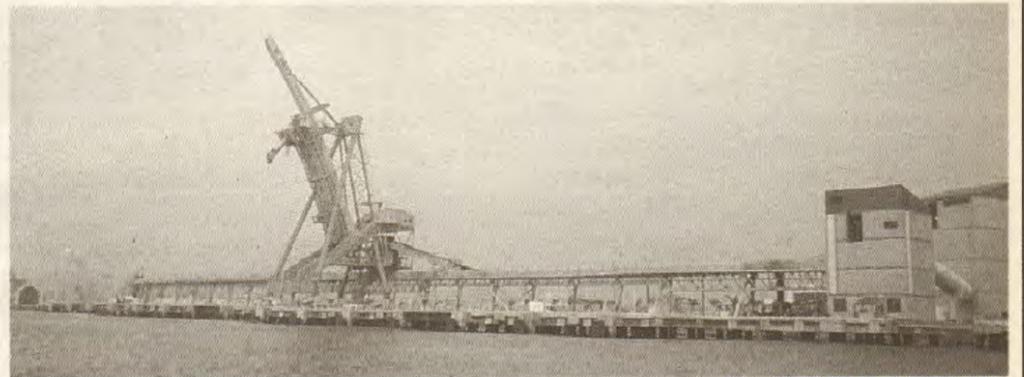
Giving additional meaning to the motto "Brotherhood of the Sea," ABs Jason Purkey (top) and his brother Mason Purkey perform routine maintenance on the tug *American Contender*.



With offices in Terminal Island, Calif., SIU-contracted American Workboats is the only union water taxi service in Southern California. The company also provides tug services locally and offshore.



Wilmington, Calif. Port Agent John Cox (right) tells L.A. Mayor Riordan about the role Seafarers have played in the port expansion program.

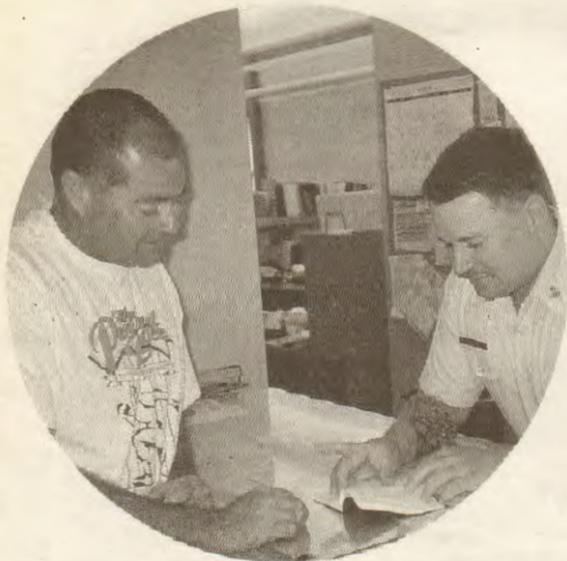


ABOVE: The first half of the port expansion, known as Pier 300, was completed last year.



LEFT: Local public officials and guests arrive at Pier 400, where construction is expected to continue at least through 1999.

Seafarers' Guide to Training R



Why SIU Members Need a TRB

As of August 1 (last month), Seafarers cannot register to ship unless they possess either a training record book or have applied for one. The application printed here may be cut out and used as an official application. They also are available at all SIU halls.

How Much Does a TRB Cost?

Original TRBs are issued at NO CHARGE to members, although Seafarers applying for the booklets must send two color, passport-size photos with their application. There is a \$25 charge for replacement books.

What's in the TRB?

The book contains an identification page, instructions and guidelines for the mariner, general guidelines for designated instructors and assessors, and four sections.

Whose Idea Was This, Anyway?

The idea for the TRB was generated by the Paul Hall Center's deep sea and towboat advisory board. The school and the SIU last year began jointly producing the TRB and issuing it to Seafarers.

Does the Coast Guard Recognize Our TRB?

The U.S. Coast Guard last year gave its acceptance to the TRB. In fact, the book itself bears the words "United States Coast Guard Accepted." Further, the agency was very helpful and cooperative in providing feedback during the TRB's development, which assisted in more efficient completion.

How the TRB Benefits Seafarers

New and impending international maritime regulations profoundly impact the training and certification requirements of merchant mariners. They also mean that mariners are responsible for providing, upon request of port-state control inspectors or other authorized officials, documentation supporting their qualifications. The TRB essentially was created so that SIU members will have to carry only three main documents with them aboard ship (the TRB, a z-card and, for applicable ratings, an STCW certificate), instead of dozens.

How the TRB Benefits the Industry

Just as the TRB makes it easier on Seafarers to keep track of, and prove, their training, it also helps port-state control personnel (inspectors) by providing a degree of uniformity in identification.



ABOVE LEFT AND DIRECTLY ABOVE: Recertified Bosun Dan Marcus and Scott Ciatto, an evaluator at the U.S. Coast Guard regional examination center in Baltimore, review the latest entries in the Seafarer's TRB.

Table A-VI/1-1
Specification of minimum standard of competence in PERSONAL SURVIVAL TECHNIQUES

COMPETENCE	KNOWLEDGE, UNDERSTANDING, PROFICIENCY	DEMONSTRATION OF COMPETENCY DATE	PRINTED NAME AND SIGNATURE OF TRAINING ASSESSOR
SURVIVE AT SEA IN THE EVENT OF SHIP ABANDONMENT	TYPES OF EMERGENCY SITUATIONS WHICH MAY OCCUR, SUCH AS COLLISION, FIRE, FOUNDERING		
	TYPES OF LIFE-SAVING APPLIANCES NORMALLY CARRIED ON SHIPS		
	EQUIPMENT IN SURVIVAL CRAFT		
	LOCATION OF PERSONAL LIFE-SAVING APPLIANCES		
	PRINCIPLES CONCERNING SURVIVAL, INCLUDING:		
	1. VALUE OF TRAINING AND DRILLS		
	2. PERSONAL PROTECTIVE CLOTHING/EQUIPMENT		
	3. NEED TO BE READY FOR ANY EMERGENCY		
	4. ACTIONS TO BE TAKEN WHEN CALLED TO SURVIVAL CRAFT STATION		
	5. ACTIONS TO BE TAKEN WHEN REQUIRED TO ABANDON SHIP		
	6. ACTIONS TO BE TAKEN WHEN IN THE WATER		
	7. ACTIONS TO BE TAKEN WHEN ABOARD A SURVIVAL CRAFT		
	8. MAIN DANGERS TO SURVIVORS		

This reproduction of a TRB page reflects the book's basic workings. For the Chapter VI requirements, for instance, it simply is a case of an SIU member demonstrating a particular competency and then having an assessor verify such performance.

Paul Hall Maritime Center Training Record Book

TRB SECTION	MEMBERS AFFECTED	PURPOSE OF ENTRIES
SECTION ONE: Training Record Pages	ALL MEMBERS (Deck, Engine and Steward Departments)	The Paul Hall Center has entered all training on record into these pages. Any future training received (shipboard, Paul Hall Center or other schools) will be put into the TRB by the instructor. Members receiving training (lectures, drills, exercises) must request either a certificate, letter or attendance roster in order to document this training at the Paul Hall Center. The Training Record Pages provide documented evidence of STCW Convention and ISM Code compliance, continuous revalidation of STCW Chapter VI training, receiving training for Coast Guard-approved programs and increasing professionalism.
SECTION TWO: Competency Tables for: Chapter V - Tankers (Oil, Chemical and Gas) and Passenger Ships Chapter VI - Basic SA	ALL MEMBERS (Deck, Engine and Steward Departments)	This section contains the 1995 amended STCW tables of minimum standards of competence for Chapter V: Special training requirements for personnel on certain types of ships and Chapter VI: Familiarization and Basic Safety Training. When members are observed correctly demonstrating any of the proficiencies (skills) listed in the first column (knowledge, understanding, proficiency), the designated instructor/examiner will sign off into the TRB. When all proficiencies are signed off, members will have documented evidence of having met these training requirements. Note: Chapter VI training must be revalidated every five (5) years. Now through December 31, 1998, any licensed officer can make these entries without having to meet certain other requirements.
SECTION THREE: Competency tables for certification as Third Mate and Third Engineer	DECK AND ENGINE DEPARTMENTS ONLY	This section contains the 1995 amended STCW tables of minimum standards or competence for those members seeking licenses for Third Mate, Master/Mate of 500/1600 gross tons - Ocean and Near Coastal Waters or Third Assistant Engineer. When Deck and Engine Department ratings are observed correctly demonstrating any of the proficiencies (skills) listed in the first column (knowledge, understanding, proficiency), the designated instructor/examiner will sign off into the TRB. Note: The Paul Hall Center has submitted for U.S. Coast Guard approval, several programs for meeting the new 1995 amended STCW Convention requirements. Until such approvals are granted, no entries are to be made into this section of the TRB. Members will be notified as to the approval date.
SECTION FOUR: Competency tables for certification as ABs, FOWTs and QMEDs (plus all the remaining competency tables for the STCW Convention)	DECK AND ENGINE DEPARTMENTS ONLY	This section contains the 1995 amended STCW tables of minimum standards of competence for Able-Bodied Seamen and FOWTs/QMEDs. When Deck and Engine Department entry-level personnel are observed correctly demonstrating any of the proficiencies (skills) listed in the first column (knowledge, understanding, proficiency), the designated instructor/examiner will sign off into the TRB. Note: The Paul Hall Center has submitted for U.S. Coast Guard approval, several programs for meeting the new 1995 amended STCW Convention requirements. Until such approvals are granted, no entries are to be made into this section of the TRB. Members will be notified as to the approval date. (The remaining tables in this section are <i>not</i> applicable to our members.)

Record Books (TRBs)

Are TRBs and STCW Certificates the Same Thing?

No, STCW certificates are separate from TRBs. STCW certificates basically are supplements to z-cards. They were created to facilitate effective port-state control inspections worldwide. SIU members with appropriate ratings should carry an STCW certificate in addition to their z-card and TRB. (See story, this page.)

Should I Have the Whole TRB Completed?

For now, Seafarers use only the first two sections of the TRB.

What if Someone Gives Me a Bad Write-Up in My TRB?

Nothing negative will be written in the TRB. It is designed as a simple, efficient way of recording members' training and their demonstration of job skills.

I Can't Remember Which Courses I've Taken at Piney Point. How Will They Be Entered in My TRB?

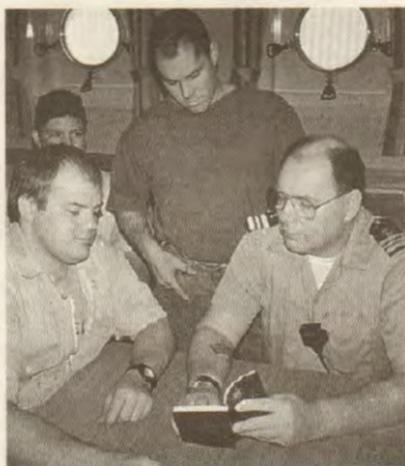
The admissions office at the Paul Hall Center has entered all training since the school's inception into a secure electronic database. At the time you apply for a TRB, your book will list all the courses you successfully completed at the school.

How Will My TRB Database Be Updated?

SIU members are reminded to bring their TRBs with them when registering at their union hall. This will allow port officials to photocopy new entries, thereby enabling the Paul Hall Center to update its electronic database. This procedure also will allow for producing a duplicate TRB with current information, should one become lost or destroyed.

What About Documenting Outside Training?

To make certain that Coast Guard-approved training completed aboard ship or at a facility



The TRB mainly was created to benefit Seafarers, but it also can help officers by making it easier to confirm the qualifications of crew members. Here, SIU members (clockwise, from front left) Bosun's Mate Thor Young, AB Thomas Moore, AB Dennis Danforth and First Officer Brian O'Hanlon inspect a TRB aboard the *Antares*.



TRBs are issued through the Paul Hall Center's admissions office, where a secure electronic database lists all training and verifiable demonstrations of competencies achieved by Seafarers.

other than the Paul Hall Center is included in your TRB, provide written documentation of such training. Bring it to your union hall and a copy will be forwarded along with your TRB to Piney Point. Once the book is updated by the admissions office, it will be returned to you. Or you also may directly mail the TRB and documentation of outside training (via certified mail, please) to the admissions office.

This Section Is Okay, But I Have More Questions

For more information, contact the Paul Hall Center's admissions office at (301) 994-0010, extension 5202.



'Relaxed Assessment' Deadline Extended to End of This Year

The U.S. Coast Guard recently announced that the deadline for "relaxed assessment" of the requirements of STCW Chapter VI: Basic Safety Training has been extended through the end of 1998.

The original deadline was August 1, 1998.

This extension means SIU members may continue availing themselves of what almost certainly is a more convenient method of meeting some of the Chapter VI requirements. Namely, they may demonstrate certain proficiencies listed in the chapter and then have an officer or other qualified assessor verify their performance. Such verification is valid for five years.

The only other way to meet the Chapter VI requirements is by successfully completing Coast Guard approved courses.

Chapter VI—the tables for which are found on pages 47-52 of the TRB—requires documentation of training and assessment for personal survival techniques, fire fighting and fire prevention, elementary first aid and personal safety/social responsibilities.

STCW Certificates

Both the original 1978 STCW convention and the 1995 amendments to that treaty call for merchant mariners to possess supplemental shipboard identification known as an STCW certificate. Issued through the U.S. Coast Guard's regional exam centers (RECs), the certificate is designed to provide a measure of uniformity for port state control inspections.

Currently, in accordance with the 1978 convention, the following unlicensed mariners must have an STCW certificate: ABs, pumpmen, tankermen assistants, and any other ratings holding lifeboat tickets who sail in international waters. The deadlines for securing the 1978 certificate ranged from October 1, 1996 to February 1, 1997, depending on one's rating.

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

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

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

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

To get a 1995 certificate, members with seetime prior to August 1 will show documentation of having taken approved courses for the four elements of Chapter VI in the previous five years and/or produce the tables from their training record books which have been signed off.

Note: Both the Paul Hall Center and the Coast Guard strongly recommend that if a mariner's z-card expires before February 1, 2002, then he or she wait until that expiration is fairly close and renew the document at the same time one applies for a 1998 STCW certificate. Each of these identifications expires in five years. By renewing the z-card at the same time one applies for an STCW certificate, the documents will have identical expiration dates.

Training Record Book Application

Name _____

Date of Birth _____ Last _____ First _____ Middle _____ SSN _____

Home Phone Number _____

Address _____

Street _____

City _____ State _____ Zip Code _____

Height (inches) _____ Weight _____ Hair Color _____ Eye Color _____

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

Have you ever attended any SHLSS Upgrading Courses? Yes No

Book Number _____ Home Port _____ Department _____

(where you want book sent to)

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

1. Copy of USMMD (Z-card) front and back

2. Two (2) passport size photos

3. Copy of your STCW certificate (if applicable)

4. Copy of your SHLSS school card (if applicable)

5. Proof of any training received other than at SHLSS (certificates, cards, DD-214, etc.) (if applicable)

Signature: _____ Date _____

Send application to:

SHLSS - ADMISSIONS

Attn: TRB

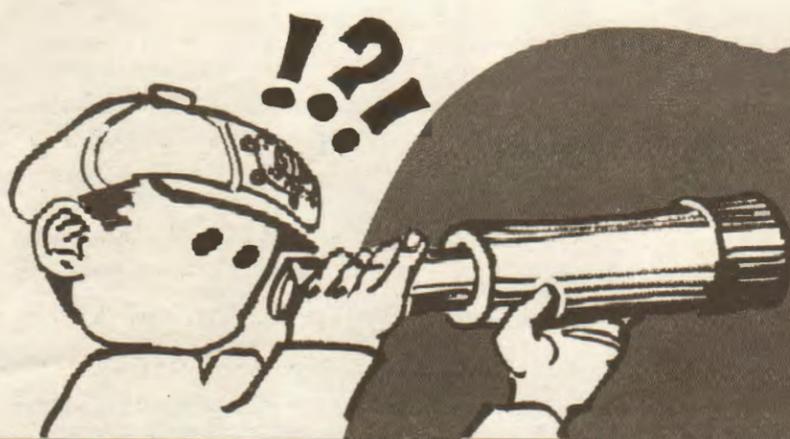
P.O. Box 75

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

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

9/98

College Costs Are Skyrocketing



COLLEGE COSTS



It appears that the cost of a higher education is continually skyrocketing, seemingly toward the moon and beyond. But this fact should not deter Seafarers and their spouses and dependent children from attaining their educational goals.

The Seafarers International Union, Atlantic, Gulf, Lakes & Inland Waters District understood the importance of education back in 1952, when it became the first maritime union in America—and one of the first trade unions in general—to establish a scholarship program to help qualified members and their dependents finance their college and vocational educations.

Today, the Seafarers Welfare Plan (which sponsors the program) has awarded 262 scholarships and is now taking applications for the 1999 program, which will award seven monetary grants to three SIU members and four dependents.

All Seafarers and their spouses and children who plan to attend college in the fall of '99 are encouraged to complete a scholarship application. The deadline for submission of all required paperwork is April 15, 1999.

One of the three scholarships 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 com-

munity college. Four scholarships are awarded in the amount of \$15,000 to the spouses and dependent children of Seafarers. The \$15,000 college scholarships will be paid at the rate of \$3,750 per year over a four-year period. The \$6,000 awards are paid at the rate of \$3,000 per year.

The first step in finding out more about the scholarship program and application process is to send for the Seafarers Scholarship Program booklet. The booklet contains all the necessary information a prospective student will need to complete the application. To receive a copy of this guide, fill out the coupon at the bottom of this page and return it to the address listed on the form.

Once the scholarship booklet has been received, applicants should check the eligibility information. If they find that they qualify, they should then start collecting all the paperwork which must be submitted along with the full application by the April 15 deadline.

These items include transcripts and certificates of graduation. Since schools are often quite slow in handling transcript requests, the sooner the request is made, the better.

Another part of the application package includes letters of recommendation solicited from individuals who know the applicant's character, personality and career goals.

Since the scholarship awards are made primarily on the basis of high school grades and the scores of either College Entrance Examination Boards (SAT) or American College Tests (ACT), arrangements should be made to take these exams no later than February 1999 to ensure that the results reach the scholarship selection committee in time to be evaluated.

A photograph of the applicant and a certified copy of his or her birth certificate are two other items that must be included in the total application package.

All completed applications **MUST** be mailed and postmarked **ON** or **BEFORE** **APRIL 15, 1999**.

Remember to fill out the coupon on this page and return it to the Seafarers Welfare Plan—or ask for a Seafarers Scholarship Program booklet at any SIU hall.

Don't let the cost of a college education scare you away. Let the Seafarers Welfare Plan scholarship program help you attain a better education and a more secure future.

COMPLETE THIS COUPON AND MAIL TO:

Scholarship Program
Seafarers Welfare Plan
5201 Auth Way
Camp Springs, MD 20746

Please send me the 1999 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name _____

Mariner'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.

9/98

Dispatchers' Report for Deep Sea

JULY 16 — AUGUST 15, 1998

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	20	26	7	17	13	6	11	55	35	11
Philadelphia	5	4	2	5	5	0	6	6	5	3
Baltimore	8	7	3	7	5	3	1	12	10	0
Norfolk	21	15	6	9	12	4	8	21	16	6
Mobile	15	9	0	7	5	1	1	22	10	0
New Orleans	21	13	3	16	8	2	4	38	16	2
Jacksonville	30	15	7	35	11	5	9	58	28	9
San Francisco	17	10	2	18	4	1	4	42	18	4
Wilmington	24	9	10	18	6	3	5	45	21	13
Tacoma	30	13	4	21	8	2	14	56	21	3
Puerto Rico	7	4	4	6	6	4	5	11	2	4
Honolulu	7	9	2	8	8	1	4	10	16	7
Houston	19	15	10	18	9	4	9	38	25	11
St. Louis	1	2	1	0	1	3	1	2	2	3
Piney Point	5	1	1	1	1	1	0	7	3	1
Algonac	0	1	0	0	0	0	0	1	5	1
Totals	230	153	62	186	102	40	82	424	233	78
ENGINE DEPARTMENT										
New York	15	12	4	8	10	2	5	32	17	5
Philadelphia	3	0	0	3	1	1	1	5	0	0
Baltimore	6	7	3	4	1	1	2	9	10	3
Norfolk	12	9	1	4	4	1	2	13	15	2
Mobile	10	7	0	8	2	1	2	11	8	1
New Orleans	4	10	1	8	5	1	7	13	16	5
Jacksonville	14	15	6	9	9	3	6	29	25	13
San Francisco	12	4	2	6	7	1	3	16	11	4
Wilmington	8	8	1	6	9	0	3	13	12	5
Tacoma	17	10	3	14	6	2	7	26	12	3
Puerto Rico	7	6	2	2	5	3	2	10	3	0
Honolulu	6	7	6	8	6	6	3	7	9	6
Houston	18	5	1	15	5	3	4	23	11	4
St. Louis	0	2	0	1	0	1	0	0	2	0
Piney Point	4	3	0	0	2	0	1	8	10	1
Algonac	0	1	0	1	1	0	0	0	0	0
Totals	136	106	30	97	73	26	48	215	161	52
STEWARD DEPARTMENT										
New York	16	8	0	9	6	0	10	24	14	1
Philadelphia	3	1	2	1	0	1	1	5	1	1
Baltimore	4	1	0	2	1	0	2	7	2	0
Norfolk	9	4	1	7	4	1	0	14	6	2
Mobile	8	3	0	6	2	0	0	9	2	0
New Orleans	3	5	0	4	1	0	2	12	9	0
Jacksonville	21	11	0	16	3	0	10	32	15	3
San Francisco	25	7	0	20	3	0	11	46	7	1
Wilmington	19	3	1	9	1	1	3	32	7	0
Tacoma	13	4	0	17	1	1	8	36	5	0
Puerto Rico	2	1	0	1	0	0	3	6	2	1
Honolulu	12	3	9	4	6	6	8	20	2	6
Houston	9	4	0	9	3	0	4	14	7	0
St. Louis	2	1	1	1	0	0	0	3	1	1
Piney Point	3	2	1	2	1	0	0	5	5	3
Algonac	0	0	0	0	0	0	0	0	1	0
Totals	149	58	15	108	32	10	62	265	86	19
ENTRY DEPARTMENT										
New York	6	22	16	2	12	2	0	11	46	42
Philadelphia	0	3	3	0	0	0	0	0	6	4
Baltimore	1	2	0	0	4	4	0	1	3	3
Norfolk	2	14	12	1	9	5	0	2	18	24
Mobile	0	5	4	0	5	1	0	2	12	5
New Orleans	2	10	5	2	6	6	0	7	16	14
Jacksonville	2	11	12	3	7	1	0	5	21	20
San Francisco	6	14	4	3	3	0	0	19	31	6
Wilmington	11	12	5	4	7	1	0	10	22	16
Tacoma	7	16	3	6	7	1	0	17	29	6
Puerto Rico	1	3	1	1	1	0	0	7	4	4
Honolulu	6	32	64	4	22	66	0	8	45	92
Houston	1	12	7	2	6	5	0	2	19	12
St. Louis	0	1	1	0	0	0	0	0	1	1
Piney Point	2	26	11	0	16	18	0	2	20	24
Algonac	0	1	1	0	0	1	0	0	2	1
Totals	47	184	149	28	107	111	0	93	295	274
Totals All Departments	562	501	256	419	314	187	192	997	775	423

*"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.

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

Piney Point	Monday, October 5, November 2
Algonac	Friday: October 9, November 6
Baltimore	Thursday: October 8, November 5
Duluth	Wednesday: October 14
	Thursday, November 12*
	*change created by Veterans Day holiday
Honolulu	Friday: October 16, November 13
Houston	Monday: October 12, November 9
Jacksonville	Thursday: October 8, November 5
Jersey City	Wednesday: October 21, November 18
Mobile	Wednesday: October 14
	Thursday, November 12*
	*change created by Veterans Day holiday
New Bedford	Tuesday: October 20, November 17
New Orleans	Tuesday: October 13, November 10
New York	Tuesday: October 6, November 3
Norfolk	Thursday: October 8, November 5
Philadelphia	Wednesday: October 7, November 4
San Francisco	Thursday: October 15, November 12
San Juan	Thursday: October 8, November 5
St. Louis	Friday: October 16, November 13
Tacoma	Friday: October 23, November 20
Wilmington	Monday, October 19, November 16

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

Personal

JOHN MATHIAS DELMORE

Anyone with information on John Mathias Delmore — from New London, Conn., who died at the age of 69 in 1971 and sailed as a first engineer — please contact his niece, Carole Sivin, at Hopkinson House, #301, 604-36 Washington Square South, Philadelphia, PA 19106.

Notice

UPGRADING SEAFARERS

All FOWT, AB and QMED applicants must submit a U.S. Coast Guard fee of \$135 with their application. The payment should be made with a money order only, payable to LMSS.

Education Is the Key



While attending the unlicensed apprentice program at the Lundeberg School, two members of Class 576—Robert Rocanelli and Christopher Burick—recently earned their GED diplomas. With them are two of their instructors: Peggy Densford (left) and Dr. Joan Miles.

**Seafarers International Union
Directory**

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

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

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

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

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

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

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

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

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

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

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

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

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

NEW YORK
635 Fourth Ave.
Brooklyn, NY 11232
(718) 499-0000

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

PHILADELPHIA
2604 S. 4th 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) 522-7084

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

SANTUKCE
1057 Fernandez Juncos Ave., Stop 16 1/2
Santukce, 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
310 N. Broad Ave.
Wilmington, CA 90744
(310) 549-4000

Dispatchers' Report for Great Lakes

JULY 16 — AUGUST 15, 1998

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	31	10	0	18	5	0	14	5
ENGINE DEPARTMENT									
Algonac	0	14	4	0	13	3	0	1	1
STEWARD DEPARTMENT									
Algonac	0	3	2	0	3	0	0	0	2
ENTRY DEPARTMENT									
Algonac	0	23	27	0	13	10	0	10	17

Totals All Depts 0 71 43 0 47 18 0 25 25

*"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

JULY 16 — AUGUST 15, 1998

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

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	11	5	19	3	2	8	8	1	24
Lakes, Inland Waters	24	0	0	9	0	0	39	0	0
West Coast	2	0	6	6	1	5	4	2	9
Totals	37	5	25	18	3	13	51	3	33
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	1	0	2	1	0	2	0	0	4
Lakes, Inland Waters	17	0	0	11	0	0	11	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	18	0	2	12	0	2	11	0	4
STEWARD DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	11	0	0	1	0	0	18	0	0
West Coast	0	0	0	0	0	2	0	0	5
Totals	11	0	0	1	0	2	18	0	5

Totals All Depts 66 5 27 31 3 17 80 3 42

*"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 was sent to the *Seafarers LOG* by Pensioner Peter Lup of Burbank, Calif. In a note to the *LOG* accompanying the picture, Lup writes: "Here is a photo taken during voyage #185 on the *President Wilson* of a group of us stewards and other ships' crews. I was new to shipping at the time and this was my first-ever passenger vessel. Needless to say, I was a bit overwhelmed by the fancy dining rooms and 'hotel perfection' of service, bountifully given by smiling and courteous MC&S personnel." (Lup is at left, just to the right of the gentleman with glasses.) In the center of the photo (seated) is Schellam (Smitty) Hadad, renowned chief steward, now deceased. He was "famous" on the *President Wilson* as head waiter, according to Lup, and wore a different costume each night, depending on the port of call. Others in the picture include Jimmy Moy, Danny Ballantine, Charles Simpson, Marie Corsiglia, Frank DiStefano and Vincent Siguenza.

Lup, 65, joined the MC&S in the port of San Francisco in 1968, before it merged with the SIU. His last ship was the *President Adams*. He upgraded several times at the Lundeberg School and retired in 1994 at the age of 62. He also served four years in the Air Force in Korea.



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.

Four recertified stewards are among the 17 Seafarers announcing their retirements this month. Representing a combined 147 years of active union membership, Recertified Stewards **Rafael B. Evans, J.D. Hopkins, William Robles and Rudolf M. Spingat** are graduates of the highest level of training available to members in the steward department at the Lundeberg School in Piney Point, Md.

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

DEEP SEA



ANDREAS ALEXAKIS, 66, started his career with the Seafarers in 1961 in the port of New York. Born in Athens,

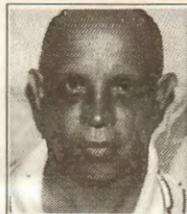
Greece, he worked in the engine department, last sailing in 1995 aboard the *Ogden Leader*. Brother Alexakis has retired to his native Athens.

ACYLEE BROOKS, 63, first sailed with the SIU in 1952.

Starting out in the steward department, he later transferred to the deck department and upgraded his skills at the Lundeberg School in Piney Point, Md. The Alabama native made his last tour of duty in January aboard the *Sea-Land Liberator*. From 1957 to 1959, he served in the U.S. Army. Brother Brooks makes his home in Moreno Valley, Calif.



PATRICK L. DURNIN, 71, joined the Marine Cooks & Stewards (MC&S) in 1968 in the port of Wilmington, Calif., before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Born in Oregon, he makes his home in Gig Harbor, Wash.



RAFAEL R. EVANS, 58, started his career with the Seafarers in 1961 in the port of New York. A native

of Fajardo, P.R., he sailed in the steward department and upgraded his skills at the Lundeberg School, where he graduated from the steward recertification program in 1990. Brother Evans last sailed in 1997 aboard the *Charleston*, a vessel operated by Westchester Marine. He has retired to Fajardo.

J. D. HOPKINS, 72, began his career with the MC&S in 1958 from the port of Portland, Ore., before that union merged with the SIU's AGLIWD. The Oklahoma native upgraded his skills at the Lundeberg School and graduated from the steward recertification program there in 1994. Brother Hopkins makes his home in Portland.

VICTOR J. KUBU, 63, began sailing with the SIU in 1967 from the port of Detroit.



Brother Kubu started out in the Great Lakes division and later transferred to deep sea vessels. Born in Philadelphia, he sailed in the deck department and upgraded

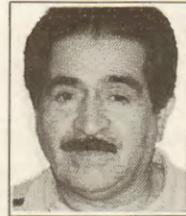
to quartermaster at the Lundeberg School. Brother Kubu last sailed in 1979 aboard the *Frank Denton*, a Bay Shipping Co. vessel. From 1953 to 1955, he served in the U.S. Army. Brother Kubu calls Phoenix, Ariz. home.



JULIO R. PAMINI-ANO, 71, became a member of the SIU in 1965 in the port of New York. A native of the

Philippines, he sailed as a member of the engine department. His last voyage was aboard the *Sea-Land Explorer*. He makes his home in San Francisco.

WILLIAM ROBLES, 62, graduated from the Lundeberg School's entry level training program in 1970 and



joined the SIU in his native New York. He sailed in the steward department and frequently upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1986. Brother Robles last sailed in 1997 aboard the *Sea-Land Quality*. From 1953 to 1956, he served in the U.S. Army. He has retired to Hollywood, Fla.



RUBEN SALAZAR, 66, started his career with the Seafarers in 1952, sailing aboard the *Southern Counties*. A

native Texan, he sailed in the deck department and upgraded to a licensed officer at the Lundeberg School. During his career, he also sailed on inland vessels. He last sailed with the SIU in August 1986 aboard the *Aurora*. Brother Salazar makes his home in Elkhart, Texas.

RUDOLF M. SPINGAT, 69, graduated from the MC&S training school in 1963 and joined the MC&S in the



port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Spingat upgraded his skills at the Lundeberg School and graduated from the steward recertification program there in 1986. His first ship was the *President Cleveland*, an American President Lines vessel. He last sailed on the *Chief Gadao*, operated by Matson Navigation Co. Born in Germany, he has retired to Chile.



EDWARD H. YATES, 70, joined the Seafarers in 1945 in the port of Mobile, Ala. His first ship was the *Edwin W. Moore*, operated by Waterman

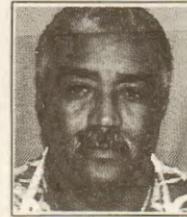
Steamship Corp. Born in Rocky Creek, Miss., he sailed in the deck department. His last tour of duty was in November 1973 aboard an Isthmian Line vessel. Brother Yates has retired to Houston, Texas.

GUM POY WONG, 70, graduated from the MC&S training school in 1958 and joined the MC&S in the port of San



Francisco, before that union merged with the SIU's AGLIWD. Born in China, Brother Wong makes his home in San Francisco.

INLAND



BENITO E. CALDERON, 58, began sailing with the SIU in 1977. Born and raised in Puerto Rico, he worked in the

deck department, sailing primarily aboard Crowley Towing and Transportation vessels. Boatman Calderon calls Carolina, P.R. home.

UBIE L. HAMMACK, 62, began sailing with the Seafarers in 1965 from the port of Mobile, Ala.



Boatman Hammack worked primarily for Dravo Basic Materials, based in Theodore, Ala. From 1955 to 1957, the Alabama native served in the U.S. Army. He makes his home in Range, Ala.



CARL HARRIS JR., 72, joined the Seafarers in 1957 in the port of Baltimore. Born and raised in

Erwin, Tenn., he worked in the engine department, last sailing in January 1982 aboard a Sonat of Maryland vessel. Boatman Harris continues to reside in Erwin.

WILLIAM D. MIDGET, 63, started his career with the SIU in 1975 in the port of Norfolk, Va. The North Carolina native worked as an engineer, last sailing in 1985 aboard a vessel operated by Association of Maryland Pilots. Boatman Midget makes his home in Rodanthe, N.C.

PATRICK W. O'NEAL, 55, began sailing with the SIU in 1965 from the port of Seattle. A



native of Baton Rouge, La., he sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the Towboat Operator Scholarship Program in 1978. Boatman O'Neal last sailed in 1996 aboard a G & H Towing Co. vessel. He calls Texas City, Texas home.

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 the ever-popular holiday greetings from active and retired Seafarers and their families to other members of the seafaring community and their families.

To ensure that your holiday message is published, please follow the instructions below:

- PRINT or TYPE (in 25 words or less) the message in the space provided. Photographs also are welcome.
- Be sure your greeting is in the holiday spirit.
- Do not send more than three entries per person. (This form may be reproduced.)
- 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 16, 1998.
- Send your entries to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. You also may FAX copies directly to the LOG at (301) 702-4407.

Additionally, forms may be filled out in any union hall and turned in to the official at the counter—or may be given to the boarding patrolman during a vessel's payoff.

The holiday greetings section of the December LOG is a favorite feature for many, so be sure to get your message in on time.

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

JOSEPH W. GERALDI

Pensioner Joseph W. Gerald, 87, passed away February 12. Brother Gerald joined the Marine Cooks & Stewards (MC&S) in 1942, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). His last ship before retiring in December 1969 was the *President Roosevelt*, operated by American President Lines. Brother Gerald was a resident of Santa Rosa, Calif.

HERMAN LEWIS



Pensioner Herman Lewis, 73, died April 28. Born in Texas, he joined the MC&S in 1973 in the port of Seattle, before that union merged with the SIU's AGLIWD. Brother Lewis upgraded to chief steward at the Lundeberg School in Piney Point, Md. He was a veteran of World War II, having served in the U.S. Army from 1941 to 1945. Brother Lewis was a resident of Seattle and retired in October 1989.

CARLO C. LOPICCOLO



Pensioner Carlo C. Lopiccicolo, 80, passed away December 21, 1997. A native of California, he started his career with the MC&S in 1964 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Lopiccicolo upgraded his skills at the MC&S training school. The World War II veteran served in the U.S. Army from 1942 to 1945. He was a resident of Santa Clara, Calif. and began receiving his pension in 1984.

EVAGE MALONE



Pensioner Evage Malone, 84, died May 24. Born in Georgia, he joined the MC&S in 1966 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Malone last sailed aboard the *President Tyler*, an American President Lines vessel. He lived in Oakland, Calif. and retired in November 1981.

JAMES R. MCCOY



Pensioner James R. McCoy, 83, passed away May 8. He began sailing with the MC&S in 1945, before that union merged with the SIU's AGLIWD. Born in Texas, Brother McCoy was a resident of Van Nuys, Calif. He began receiving his pension in January 1980.

WILBERT "BILLY" MCWILLIAMS

Pensioner Wilbert "Billy" McWilliams, 73, passed away June 1. Brother McWilliams joined the MC&S in 1946 in the port of San Francisco, before that union merged with the SIU's AGLIWD. The North Carolina native upgraded his skills at the Lundeberg School, last sailing as a chief steward. During the 1950s, he served in the U.S. Navy. A resident of San Francisco, he retired in 1990.

WILLIAM R. MILLER



Pensioner William R. Miller, 67, died April 19. He first sailed with the Seafarers in 1956 from the port of Philadelphia, aboard the *Alcoa Runner*. Born in Pennsylvania, he sailed in the deck department and upgraded frequently at the Lundeberg School. Brother Miller made his home in Elizabeth, N.J. and began receiving his pension in August 1995.

ALBERT MITCHELL



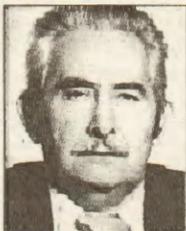
Pensioner Albert Mitchell, 81, passed away June 5. A native of Louisiana, he started his career with the SIU in 1947 in the port of New Orleans. Brother Mitchell worked in the steward department, last sailing aboard the *Sea-Land Economy*. He was a resident of New Orleans and retired in February 1989.

ROBERT M. MOORE



Pensioner Robert M. Moore, 75, died April 30. Born in Canada, he began his sailing career in 1944 and joined the Seafarers in 1961 in the port of San Francisco. Brother Moore worked in the engine department, last sailing in 1985 aboard the *Borinquen*, operated at that time by Puerto Rico Marine Management, Inc. A resident of Baltimore, he began receiving his pension in November 1987.

CARLOS M. MORERA



Pensioner Carlos M. Morera, 78, passed away May 6. Brother Morera first sailed with the SIU in 1967 from the port of New Orleans. His first ship was the *Steel Navigator*, an Isthmian Lines vessel. Born in Cuba, he sailed as a member of the steward department and retired in October 1984. He was a resident of Miami, Fla.

SALVADOR P. NAVA



Pensioner Salvador P. Nava, 94, died March 22. He joined the MC&S in 1958, before that union merged with the SIU's AGLIWD. Born in the Philippines and a resident of Seattle, Brother Nava began receiving his pension in December 1970.

PAUL W. PHANEUF



Paul W. Phaneuf, 25, passed away March 14. A native of Massachusetts, he graduated from the entry level training program at the Paul Hall Center for Maritime Training and Education at the Lundeberg School in January 1998.

He was a member of Class No. 566. His first ship was the *Francis Hammer*, operated by Ocean Shipholding. Brother Phaneuf was a resident of Somerset, Mass.

GABRIEL REYES

Pensioner Gabriel Reyes, 89, died October 19, 1997. Brother Reyes joined the MC&S in 1952, before that union merged with the SIU's AGLIWD. A resident of Quebradillas, P.R., he began receiving his pension in July 1973.

NORMAN T. RIEDE



Pensioner Norman T. Riede, 74, passed away May 15. He first sailed with the MC&S in 1942, before that union merged with the SIU's AGLIWD. The South Dakota native worked his way up to chief steward and sailed primarily aboard vessels operated by Matson and Oceanic Steamship Companies. During World War II, he served aboard troop transport ships. Brother Riede was a resident of Auburn, Calif. He retired in September 1971.

PHILIP ROSHKE



Pensioner Philip Roshke, 80, died May 21. Brother Roshke started his career with the Seafarers in 1954 in his native New York. He sailed in the deck department and upgraded at the Lundeberg School. During his career, he was active in union organizing drives. Pensioner Roshke was a veteran of World War II, having served in the U.S. Army from 1942 to 1943. Brother Roshke was a resident of Coconut Creek, Fla. and began receiving his pension in December 1982.

IGNATIUS T. SALERNO



Pensioner Ignatius T. Salerno, 83, passed away June 4. He joined the SIU in 1956 in his native New York, and sailed as a member of the engine department. The World War II veteran served in the U.S. Army from 1942 to 1946. A resident of Bronx, N.Y., he retired in October 1980.

ANGEL SEDA



Pensioner Angel Seda, 75, died May 1. He was a charter member of the Seafarers, having joined the union in 1939 in the port of Baltimore. Born in Puerto Rico, he sailed in the steward department and upgraded to chief steward at the Lundeberg School. Brother Seda last sailed aboard the *Galloway*, operated by Sea-Land Service. The Brooklyn, N.Y. resident began receiving his pension in February 1980.

CHARLES D. STENNETT

Pensioner Charles D. Stennett, 76, passed away May 22. Born in North Bend, Wash., he started his career with the SIU in 1952 in the port of Baltimore. Brother Stennett sailed as



January 1975.

EUGENE D. THOMPSON



Eugene D. Thompson, 67, died June 13. He began sailing with the Seafarers in 1988 from his native New York as a member of the engine department and upgraded frequently at the Lundeberg School. He was a resident of Monmouth, N.J.

MANUEL P. VELEZ



Pensioner Manuel P. Velez, 82, passed away April 14. A native of Puerto Rico, he joined the MC&S before that union merged with the SIU's AGLIWD. He was a resident of Mayaguez, P.R. and retired in October 1968.

JAMES L. WARD

Pensioner James L. Ward, 84, died April 19. Born in Maryland, he started his career with the Seafarers in 1942 in the port of New York. Brother Ward sailed as a member of the engine department. He was a veteran of World War II, having served in the U.S. Navy from 1938 to 1942. Brother Ward lived in Oakland, Calif. and began receiving his pension in October 1975.

WILBERT WILLIAMS



Pensioner Wilbert Williams, 69, passed away April 1. A native of New Jersey, he joined the MC&S in 1965 in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Williams upgraded at the Lundeberg School and completed the steward recertification course there in 1981. From 1950 to 1952, he served in the U.S. Army. A resident of Reno, Nev., he retired in December 1990.

JAMES D. WILSON

Pensioner James D. Wilson, 69, died February 26. Born in California, he started his career with the MC&S in 1954 in the port of Los Angeles, before that union merged with the SIU's AGLIWD. He lived in Rohnert Park, Calif. and began receiving his pension in September 1970.

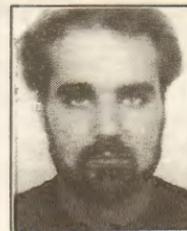
VINCENT T. YATES



Pensioner Vincent T. Yates, 83, passed away May 27. Brother Yates began sailing with the Seafarers in 1942 from the port of Tampa, Fla. During his career, he sailed in both the deck and engine departments. He was born in Honduras and was a resident of Tampa. Brother Yates retired in August 1980.

INLAND

CHESTER A. "SONNY" GOFF



Chester A. "Sonny" Goff, 44, died July 7. He started his career with the Seafarers in 1977 in the port of Norfolk, Va., aboard the *Virginia*, operated by Virginia Pilot Association. He sailed in both the deck and engine departments and upgraded at the Lundeberg School. During his career, he also sailed aboard deep sea vessels. Boatman Goff was a resident of Virginia Beach, Va.

LAWRENCE E. MARTIN



Pensioner Lawrence E. Martin, 69, passed away May 24. Born in Georgia, he joined the SIU in 1959 in the port of New Orleans. Boatman Martin sailed as a tugboat captain. From 1948 to 1953, he served in the U.S. Army. The resident of St. Rose, La. began receiving his pension in July 1980.

RAYMOND J. PITRE



Pensioner Raymond J. Pitre, 68, began sailing with the Seafarers in 1958 from the port of New Orleans. A native of Louisiana, he sailed as a captain. From 1947 to 1949, he served in the U.S. Marine Corps. Boatman Pitre was a resident of Marrero, La. and retired in December 1994.

GREAT LAKES

ROBERT C. McDONALD



Pensioner Robert C. McDonald, 87, passed away May 29. Brother McDonald joined the Seafarers in 1960 in the port of Detroit. The Michigan native sailed in the deck department. A resident of Powell, Ohio, he began receiving his pension in July 1977.

PAUL M. ROBINSON



Pensioner Paul M. Robinson, 74, died April 10. Born in Kentucky, he started his career with the SIU in 1972 in the port of Duluth, Minn. The engine department member last sailed in 1985 aboard the *Kinsman Independent*. From 1946 to 1949, he served in the U.S. Army. Brother Robinson was a resident of Georgetown, Ky. and retired in January 1989.

RAILROAD MARINE

RICHARD M. DONOVAN

Pensioner Richard M. Donovan, 90, passed away June 10. He joined the Seafarers in 1963 in his native New York, but initially began his sailing

Continued on page 21

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.

LAWRENCE H. GIANELLA

(Ocean Shipholding), May 24—Chairman Jeffrey P. Libby, Secretary James E. Lewis, Deck Delegate Reynaldo Gonzales, Engine Delegate Ernest Lacunza Jr., Steward Delegate Jorge Bernardez. Chairman reminded crew to apply for Training Record Books (TRBs) and STCW endorsements. Educational director suggested crew take advantage of classes at Lundeberg School in Piney Point, Md. Steward department members informed that recertification for chief cooks is important. Crew reviewed recent LOG and discussed main issues. Crew reminded of importance of cleanliness and hygiene to prevent airborne illness aboard ship.

GALVESTON BAY (Sea-Land Service), June 14—Chairman Miguel Rivera, Secretary Andrew Hagan, Educational Director Tom Gruber. Crew discussed Family and Medical Leave Act of 1993 as well as most recent report from headquarters. Educational director suggested crew members check back of z-cards for expiration date and that they view training videos on board ship. Treasurer announced \$20 in movie fund. Deck delegate reported disputed OT; no beefs or disputed OT reported in steward or engine departments. Request made for new microwave oven. Vote of thanks given to steward and engine departments for hard work.

GREEN ISLAND (Waterman Steamship), June 14—Chairman Eugene Kyzer, Secretary John Reid, Educational Director Jim Laratta, Steward Delegate Robert Allen. Secretary asked for fresh stores to be loaded in Morehead City, N.C. He also thanked crew for good trip and for keeping ship clean. Some disputed OT in deck department reported; none in engine or steward departments. Suggestion made to change required days for vacation check from 120 to 75. Crew discussed starting fund to buy new refrigerators for crew rooms. Request also made for new refrigerator in crew mess hall. Several other items brought up, including possibility that slop chest be opened weekly during entire trip and that hourly launch service be provided. Steward department thanked for job well done.

OOGL INSPIRATION (Sea-Land Service), June 7—Chairman Russell F. Barrack Jr., Secretary Ekow Doffoh. Crew noted new chairs for mess not yet received. Chairman and secretary thanked crew for good trip. Educational director reminded crew to upgrade skills at Piney Point. Crew asked contracts department to look into crew members being able to access vacation benefits after working 120 days.

OSPREY (Osprey-Acomarit), June 28—Chairman Robert Lindsay, Secretary Felipe Orlando, Educational Director Michael McGlone, Steward

Delegate Jose Guzman. Thanks given to steward department for good food and job well done. Thanks also given to deck and engine department members for great cooperation and in helping keep ship clean. No beefs or disputed OT reported. President's report from LOG read, as was notice about Anthrax vaccine. Crew requested more videotapes for library in addition to weight lifting equipment. Next port: Piraeus, Greece.

SEA-LAND ATLANTIC (Sea-Land Service), June 21—Chairman W. E. Stoltz, Secretary Edward Porter, Steward Delegate Robert Seim. Chairman informed crew that ship would be coming out of drydock in Hamburg, Germany. He also commended crew members who stayed aboard vessel in shipyard for job well done. Memorandum received and read from VP Contracts Augie Tellez reminding crew of deadline for TRBs. Suggestion made to disseminate more information on purchase plan, including yearly statement. Crew reminded of no smoking policy. Vote of thanks given to steward department for great job. Requests made for new chairs for crew lounge and messhall as well as additional mattresses.

SEA-LAND CRUSADER (Sea-Land Service), June 11—Chairman Robert Grubbs, Secretary Brenda Kamiya, Steward Delegate L. Ruiz. Educational director urged crew to take as many courses at Paul Hall Center as possible. He also stressed importance of donating to SPAD. Crew informed of payoff in Elizabeth, N.J. upon arrival. Crew also reminded to save aluminum cans for recycling project to generate ship's funds. No beefs or disputed OT reported. Inquiry made as to shoregang relief aboard *Crusader*. Vote of thanks given to steward department and rest of crew for jobs well done.

SEA-LAND EXPEDITION (Sea-Land Service), June 15—Chairman Norberto Prats, Secretary Edgar Vazquez, Educational Director James Roberts. Chairman reported everything running smoothly. Captain bought new TV for crew lounge. Educational director advised crew to upgrade at Piney Point whenever possible. No beefs or disputed OT reported. Crew members commended for jobs well done.

SEA-LAND HAWAII (Sea-Land Service), June 22—Chairman James L. Carter, Secretary Dan Brown. Chairman informed crew of TRB requirements. Secretary advised crew that various forms (medical, vacation, TRB, etc.) are available in his office. Educational director reminded crew to vote in upcoming elections. No beefs or disputed OT reported. Crew informed of payoff in Elizabeth, N.J. One minute of silence observed for departed brothers and sisters.

SEA-LAND INDEPENDENCE (Sea-Land Service), June 15—

Chairman John S. Bertalino, Secretary J.S. Smith, Educational Director Randall Firestone. Chairman urged crew to donate to SPAD. He also reminded them of importance of attending upgrading classes at Lundeberg School as well as necessity of obtaining TRBs. No beefs or disputed OT reported. Vote of thanks given to steward department for job well done.

SEA-LAND PATRIOT (Sea-Land Service), June 28—Chairman Shawn Evans, Secretary Ruben Casin Jr., Deck Delegate Walter O. Weaver, Engine Delegate Faisal Alshait. Chairman informed crew of extension of time on new run. He also reminded them to obtain TRBs by August 1. Educational director urged Seafarers to hone skills at Piney Point. No beefs or disputed OT reported. Discussion held on rules for receiving basic pension benefits. Vote of thanks given to steward department. Next ports: Long Beach, Calif.; Manzanillo, Panama; Freeport, Bahamas; and Miami.

LIBERTY SUN (Liberty Maritime), July 26—Chairman Joseph Moore, Secretary Joseph C. Birke, Deck Delegate Everette Sanders, Engine Delegate William Parker, Steward Delegate Obencio Espinoza. Chairman reminded members to get TRBs as soon as possible. He announced payoff on arrival in New Orleans and thanked all departments for jobs well done. Educational director stressed importance of upgrading at Lundeberg School. Some disputed OT reported in engine department. No beefs or disputed OT reported in deck or steward departments. Barbecue held on July 4. Crew requested repair of VCR for crew's lounge as well as a rewinder for VCR tapes.

LIBERTY WAVE (Liberty Maritime), July 26—Chairman Roger J. Reinke, Secretary Freddy L. Washington Sr., Educational Director Charles Sandino, Deck Delegate John Nichols, Steward Delegate Henry Greene. Chairman welcomed unlicensed apprentices from Piney Point and asked all hands to help them with their task books. Educational director informed crew members about new government services course offered at Lundeberg School. He also reminded them to check z-cards for expiration date and to renew, if necessary. No beefs or disputed OT reported. Hot plate needed for bridge. Next port: Haifa, Israel.

LTC CALVIN P. TITUS (Maersk Line), July 23—Chairman George Jordanides, Secretary Grant Armstead, Educational Director Donald Hastings, Deck Delegate Walter Ratcliffe, Engine Delegate Mohamed Ahmed, Steward Delegate Earl Castain. Thanks extended to crew for keeping messhall and lounge areas in good shape. Educational director advised crew members to upgrade skills at Paul Hall Center and increase earning potential. He also stressed importance of contributing to SPAD. Treasurer announced \$40 in ship's movie fund. No beefs or disputed OT reported. Chairman noted great steward department aboard and that ship is a good feeder. Crew asked contracts department to look into having prescription medicines cover dependents as well as members. Next port: Saipan.

MAERSK CALIFORNIA (Maersk Line), July 12—Chairman James T. Martin, Secretary

Abraham Martinez, Educational Director Kevin T. McCagh. No beefs or disputed OT reported. Crew asked contracts department to look into bringing all Maersk vessels under standard agreement. Crew requested new TV and VCR. Next ports: Charleston, S.C.; Miami; and the Panama Canal.

SEA-LAND CHALLENGER (Sea-Land Service), July 19—Chairman Roy Williams, Secretary James E. Harper, Educational Director L. Holbert, Deck Delegate Monte R. Grimes, Steward Delegate Wagner Pellerin. Chairman discussed pension plan and reminded crew mem-

suggested crew take opportunity to upgrade skills at Paul Hall Center. No beefs or disputed OT reported. Steward department given vote of thanks for fine job. Next ports: Long Beach, Calif.; Honolulu; and Oakland, Calif.

SEA-LAND ENTERPRISE (Sea-Land Service), July 15—Chairman Robert R. Winder, Secretary Franchesca Rose, Educational Director Ray Chapman, Engine Delegate Mike Wells, Steward Delegate Mohamed Omar. Chairman noted new mattresses received July 14. He urged crew members to apply for TRBs. Those getting off at next port reminded to

Feeding the Osprey Crew



At a recent union meeting aboard the *Osprey* in the port of Wilmington, N.C., the steward department was given a vote of thanks for the great job they do. From the left are Steward Justo Lacayo, Chief Cook Jose Guzman, SA Chris Corpuz. From Wilmington, the vessel was then heading to Piraeus, Greece.

bers to submit applications for TRBs by August 1. Secretary and educational director urged crew to make the most of upgrading opportunities offered in Piney Point in order to keep pace with changing industry. No beefs or disputed OT reported. Suggestions made for crew to read LOG to stay abreast of current events in maritime industry and to donate to movie fund. Next port: Long Beach, Calif.

SEA-LAND DEFENDER (Sea-Land Service), July 12—Chairman Benedict Born, Secretary Raymond S. Garcia, Educational Director DeMarko Shoulders, Deck Delegate Larry Thompson, Engine Delegate Shawn Clark, Steward Delegate Kenneth Lee. Chairman announced ship inspection in Long Beach, Calif. Members need to read pamphlets and know their duties. Secretary read notice from company regarding designated smoking areas. He also reminded crew to apply for TRBs as soon as possible. Educational director talked to crew members about educational opportunities available at Lundeberg School. He also advised them to check expiration date of z-cards and apply for STCW certificate. No beefs or disputed OT reported. Suggestion sent to VP Contracts Augie Tellez regarding emergency trips and vacation money. Crew requested new mattresses, pillows and blankets. Thanks for job well done given to steward department.

SEA-LAND DISCOVERY (Sea-Land Service), July 14—Chairman N. Sala, Secretary Michael Baker, Educational Director Roger Wasserman, Deck Delegate Klaus Tammler, Engine Delegate Victor Bermudez, Steward Delegate Camilo Camarena. Chairman stressed importance of obtaining all necessary documents needed for shipping, including TRBs. He also told them to renew z-cards, if necessary. Educational director

leave rooms clean for next person. Secretary stated benefits of attending upgrading classes at Lundeberg School. No beefs or disputed OT reported. Crew's lounge in need of new microwave oven. Ship's electrician tried to fix old one but said it was not possible. Special vote of thanks given to steward department for wonderful job throughout trip. Next port: Tacoma, Wash.

SEA-LAND EXPRESS (Sea-Land Service), July 8—Chairman Robert Pagan, Secretary Michael F. Meany, Educational Director Herman Manzer, Deck Delegate Scott Grider, Steward Delegate B. Habib. Chairman thanked galley gang for great job and reminded those leaving ship to return keys. Educational director stressed need to attend upgrading courses at Paul Hall Center. Crew reminded about TRB deadline. No beefs or disputed OT reported. Request put in for bigger hoses on washing machine. Next port: Long Beach, Calif.

SEA-LAND HAWAII (Sea-Land Service), July 14—Chairman James L. Carter, Secretary Dan Brown, Educational Director Rex Bolin, Deck Delegate Mike Brown, Engine Delegate Carlos Santana, Steward Delegate Jorge Salazar. Communications received from VP Contracts Augie Tellez regarding previous suggestions made during ship's meetings. Steward advised members that all union forms available in his office. He suggested that union forms and applications be formatted to disc for better distribution of information. Educational director reminded crew of benefits of upgrading at Lundeberg School. Some beefs and disputed OT reported in deck department; none reported in engine or steward departments. Vote of thanks given to steward department. Crew observed minute of silence in memory of departed brothers and sisters. Next port: Elizabeth, N.J.

Refurbished Poster Collection Displayed at Paul Hall Library

The World War II merchant marine poster collection at the Paul Hall Memorial Library in Piney Point, Md. has undergone a facelift.

Containing 36 vintage posters, the collection has been refurbished and reframed. The restoration consisted of delicate, virtually imperceptible extension and placing the posters on linen backing to preserve their outstanding condition.

The wooden frames were selected to give uniformity to the collection, which has the visual effect of drawing the eye to the posters themselves rather than

the frames.

Rendich Meola, a former Seafarer who sailed as a deck engineer during the war and who passed away earlier this year at age 82, donated the original collection of 25 posters to the library in July 1995. He gradually added the other 11 pieces during the next three years, including three he secured just before he died.

This is believed to be the largest collection of its kind. It is housed at the Paul Hall Center for Maritime Training and Education, which is open to the public on the first Sunday of each month, from 9 a.m. until 5 p.m.

Maritime Briefs

Clyde Hart Is Sworn In As Maritime Administrator

U.S. Secretary of Transportation Rodney Slater on August 6 swore in Clyde J. Hart, Jr. as administrator of the Maritime Administration. Hart's nomination had been confirmed by the Senate on July 31.

"Clyde brings to the Maritime Administration a wealth of experience in both maritime issues and the broader transportation field. I look forward to working with him to continue to strengthen America's marine transportation system which plays a vital role in our economy and national security," Slater stated.

Hart had served as the senior Democratic counsel for the Senate Subcommittee on Surface Transportation and Merchant Marine since 1994. Previously, he worked in different capacities at the Interstate Commerce Commission.



Crew of Runaway-Flag Ship Gets Back Pay Thanks to ITF

Crew members aboard the runaway-flag ship *M/V Oak* earlier this summer received \$20,000 in back wages, thanks to help from the International Transport Workers' Federation (ITF).

Don Thornton, one of the SIU's ITF inspectors, assisted the crew of the Greek-owned, Bahamian-flag vessel in Buffalo. He overcame repeated stonewalling by the captain and the vessel owner, Diana Shipping.

The SIU is one of the more than 470 transport-related unions around the world that comprise the London-based ITF. SIU Executive Vice President John Fay is chairman of the ITF's Seafarers Section.



Thousands Demonstrate For Avondale Workers

Several thousand trade unionists, including AFL-CIO President John Sweeney, and other backers turned out for a rally in late July in support of employees at Avondale Industries shipyard in New Orleans.

The workers voted for union representation in June 1993, but since then have faced perpetual stalling tactics by Avondale. It has become the largest National Labor Relations Board case in history, and the shipyard already has been cited for numerous labor-law violations. Avondale also has been ordered to pay more than \$3 million in back wages and rehire 28 fired workers.

Sweeney described Avondale as the "poster child" for why the nation needs stronger labor laws that protect workers. The right of workers to organize is being violated "all across the country," he said.



These World War II-era posters form part of a larger collection displayed at the Paul Hall Memorial Library in Piney Point, Md.



Remember to Check Z-Card; Renew Document, if Necessary

According to a law that took effect in 1995, the U.S. Coast Guard requires all merchant mariners to renew their merchant mariner's documents (z-cards) in order to continue sailing. All mariners MUST possess a renewed z-card in order to sail aboard U.S.-flag vessels by the end of 1999. That means that as of January 1, 2000, all active z-cards must have been issued no earlier than January 1, 1995.

You may renew your z-card beginning one year before its expiration date. No merchant mariner is allowed to ship with an expired document. (Mariners may renew their z-cards up to one year after the expiration date. However, mariners lose their endorsements if they

renew beyond that one-year extension.)

The expiration date is five years to the day after the card was issued. Z-cards list the expiration date in

Renewal Date:	1998	1999	2000	2001	2002
Date of issuance:	1993	1994	1995	1996	1997
	1988	1989			
	1983	1984			
	1978	1979			
	1973	1974			
	1968	1969			
	1963	1964			
	1958	1959			
	1953	1954			
	1948	1949			
	1943	1944			
	1938	1939			

two different locations: (1) near the mariner's photo on the front and (2) near the mariner's fingerprint on the back. For those z-cards without an expiration date, the date of issuance is located on the back of the document beside the fingerprint. If you have any questions concerning your z-card, contact your port agent or patrolman.

All z-cards have to be renewed every five years to remain active!

Fishing Constraints Overshadow Fleet Blessing



SIU fishermen participated recently in the 29th annual blessing of the fleet in New Bedford, Mass., one of numerous events comprising the city's yearly Summerfest celebration. As is customary, the fleet blessing paid tribute to those fishermen who passed away during the last year and asked for protection, good luck and safe and bountiful seas for the year ahead. Awards were given for the best-decorated boats, with the SIU crewed *Lutador* (above left) taking second place. The *Neves* (right) was another Seafarers-contracted boat that took part. But the blessing was overshadowed by concerns about what many consider unduly strict regulations governing the industry. "We're here to bless the fleet at the same time the federal government is trying to condemn it," said Rep. Barney Frank (D-Mass.), who attended the ceremony. "We're going to insist that the federal government does not impose death sentences on the scallopers or any other part of this industry." A local newspaper quoted the director of the Center for Marine Science and Technology at the University of Massachusetts-Dartmouth as saying current stock estimates sustain Frank's argument. Dr. Brian Rothschild described the regulations as "very onerous" and "a serious economic burden on the fleet," according to the article in the *New Bedford Standard-Times*.

Letters to the Editor

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

SIU's Connection To Space Flights

The untimely death of Alan Shepard recently brought back memories of life aboard the Knot ships, which were picket-boats manned by sailors from our union under contract to Suwanee Steamship Company.

They were on station at Ascension Island, Recife, Brazil and Capetown, South Africa, among other ports of call, as well as downrange from Cape Canaveral, Fla....

My fellow Seafarer, Burt Hanback, and I had occasion to meet and greet Lt. Shepard when movies were shown in the "unassigned space" aboard our vessel, the *Sword Knot*, in the evenings at sea, after a day's work was done.

This was during the period when space exploration was in its first stages and, as it turned out, Alan Shepard became the first man in that element.

Clarence L. Cousins
Butler, Pa.

Retired Seafarer Keeps Congressmen Informed

For what it's worth, I sent an e-mail to the Maine congressional delegation regarding the fire aboard the cruise ship *Ecstasy*, a runaway sailing out of Miami in the cruise trade to the Caribbean.

Final Departures

Continued from page 18



career in 1929 as a tugboat deckhand with the Erie Railroad Co., which later changed its name to the Erie Lackawanna

Railroad Co. Brother Donovan was a resident of Cranford, N.J. He began receiving his pension in October 1965.

I contact the senators and my congressman every time I have something I think they should know related to U.S. maritime trade issues, and hope that I am able in some small way to keep them on their toes.

Every time I read or hear about another fire or grounding of these runaways, it really gets my blood boiling, and I let them all know about it.... I know Congressman John Baldacci is on our team.

I sailed out of Boston in the '60s and early '70s as a member of Ed Reilly's Navy, and was proud to be a Seafarer, and haven't changed my attitude yet about the greatest union in the world.

I send my greetings also to John Fay. He was the port agent in Boston when I caught the *ST Orion Planet* in August of 1961, and I'll never forget what a fine gentleman and considerate brother John was to the Boston gang.

I'm 64 now and hardly fit for duty anymore, but wish I could be back sailing again with all my old pals from the SIU.

Fred F. Carroll
Belfast, Maine

[The following is a copy of a letter sent by the master of the HMI Astrachem to Luis Escobar following Escobar's recent graduation from the recertified steward program at the Lundberg School in Piney Point, Md. (see page 7).]

Officers, Crew Praise Escobar's Performance

On behalf of myself and the crew of the *HMI Astrachem*, we would like to congratulate you on your graduation from the steward

recertification program at the Harry Lundberg School of Seamanship.

You exemplify the dedicated professional that the Seafarers International Union is striving to produce through its excellent courses and curriculum at Piney Point. You are a man who truly loves his job, and you spare no effort in giving your best to the crew of the *HMI Astrachem*. Every meal is an adventure in fine dining. The local restaurants at the ports we visit receive no business from our crew because the best meals can be found in "Escobar's Kitchen." When the men come off deck or out of the engineroom, they know they can look forward to a great meal and a friendly smile from you.

You perform every aspect of your job in a dedicated, professional manner, from your record keeping, to ordering your provisions, to the superb level of clean-

liness that you maintain throughout your spaces. We, the officers and crew of the *HMI Astrachem*, would like you to know we appreciate all the things you do on a

daily basis to make our lives more pleasant in our "home away from home."

Michael R. Tierney
Master, *HMI Astrachem*

Labor CALENDAR

September



1 The 20,000-member Barbers, Beauticians, and Allied Industries Union merged with the UFCW in 1980.

1 Walter Reuther, president of the United Auto Workers from 1946 until his death in 1970, was born in 1907. President of the Congress of Industrial Organizations (CIO) prior to its merger with the AFL, Reuther was a strong supporter of union political action. He said, "There's a direct relationship between the breadbox and the ballot box, and what the union fights for and wins at the bargaining table can be taken away in the legislative halls."

2 Twenty-five workers at the nonunion Imperial Foods poultry processing plant were killed in a

1991 fire. The Hamlet, N.C. plant's fire exit doors were illegally locked and blocked, leaving the workers no escape. The 11-year-old plant had never once been inspected by federal or state safety and health inspectors before the fire.

2 Patrick E. Gorman, former president of the Amalgamated Meat Cutters and Butcher Workmen of North America, died at age 88 in 1980. He said, "...without organization, education, and unity, nothing else matters for labor. And since labor is the leaven of democracy, without labor, vigorous, alert, united, and intelligent, the nation and democracy perish."

6-12 Union Label Week. Buying American-made products helps our economy by providing jobs. Buying union helps even more by providing good jobs with fair wages, benefits, and working conditions. Get the word out this week: Look for the Union Label.

6 Jane Addams was born in 1860. A co-winner of the Nobel Prize in 1931, she worked for peace, social welfare, and women's rights. Her so-called settlement houses served many

workers, including immigrant families who labored in Chicago's packinghouses. She also was one of the founders of the Women's Trade Union League (WTUL). The WTUL was formed to educate women about the advantages of union membership, to support women's demands for better working conditions, and to raise awareness about the exploitation of the rising number of women workers.

7 Labor Day. The first Monday in September was established as a legal holiday on June 28, 1894 when President Grover Cleveland signed an act proclaiming it into law.

19 In 1981, 400,000 union members marched in labor's first Solidarity Day demonstration in Washington, D.C. to protest Reagan Administration policies.

20 Upton Sinclair was born in 1878 in Baltimore, Md. Sinclair was the author of the 1906 novel *The Jungle*, an indictment of packing-house employers' exploitation of workers. The shocking conditions revealed in the book brought about corrective actions including legislation for stricter inspection laws.

Know Your Rights

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

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

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

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

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

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

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

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

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

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

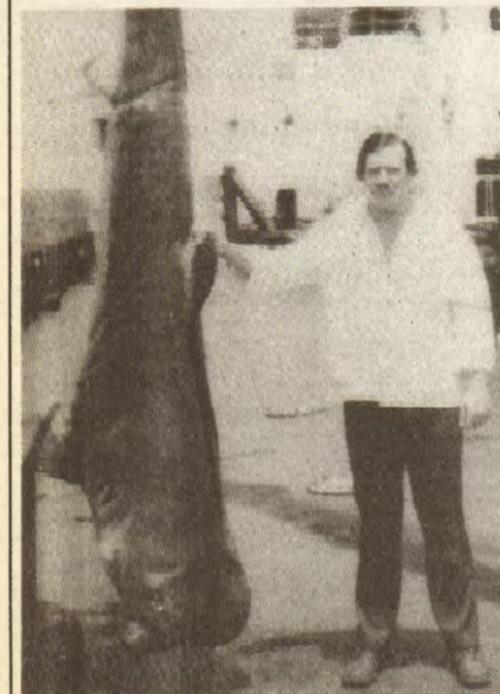
If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

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

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

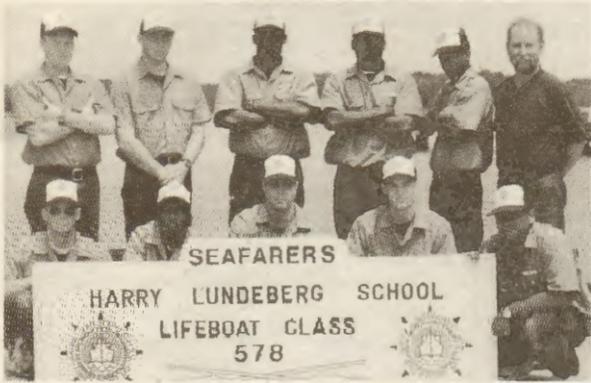
Michael Sacco, President
Seafarers International Union
5201 Auth Way
Camp Springs, MD 20746.

Recertified Steward Looks Back



Twenty years ago, Chief Steward Edward P. Dunn caught this 13-foot, 1,400-pound tiger shark off the coast of Panama. The ship was the *Erna Elizabeth*, a Hudson Waterways tanker. He told the *Seafarers LOG* that he needed the assistance of the deck department to help haul the denizen of the deep on board. Last month, Dunn succeeded in another big achievement—he graduated from the recertified stewards program at the Lundberg School in Piney Point, Md. (see page 7).

Lundeberg School Graduating Classes



Trainee Lifeboat Class 578—Graduating from trainee lifeboat class 578 are (from left, kneeling) Kevin McArdell, Peggy Wilson, Jason Wyant, Charles Branch, Anderson Saco, (second row) Jeromy Vaughan, Joey Jordan, Korron Richardson, Bobby Brown Jr., Kenneth Bing and Ben Cusic (instructor).



Radar—Earning their radar endorsements on July 24 are (from left, kneeling) Charles Gordon, Lester Vickers, Ben Cusic (instructor), (second row) Juan Rochez, Frank Claridge, Allan McCoy and Richard Grubbs.



Upgraders Lifeboat—Upgrading graduates of the July 24 lifeboat class are (from left, kneeling) Denyse Sineath, Abdulrahman Monaser, (second row) Louis Valencia, Maximo Lacayo and Michael Smith (instructor).



Upgraders Lifeboat—Completing the upgraders lifeboat class on July 24 are (from left, kneeling) Ali M. Mohamed, Santos Antonio, James P. Canada, James Marchiano, Tom Gilliland (instructor), (second row) Timothy Kotsis, Walter Sainvil, Guy Butler, Brian Morris, Dwight King, James Davis, (third row) James Duggan, Ronald E. Allen, David Rankin, Richard Hicks and Anthony Pacely Jr.



Pumproom Maintenance—Engine department members receiving their pumproom maintenance endorsements on August 7 are (from left) Jim Shaffer (instructor), Pompey B. Alegado, Willie Franks, Steve Rollins, Donald Lumpkins, Osiris Diety, John G. Knott, Leonides Bacal, Jose Vazquez and Thomas Keseru.



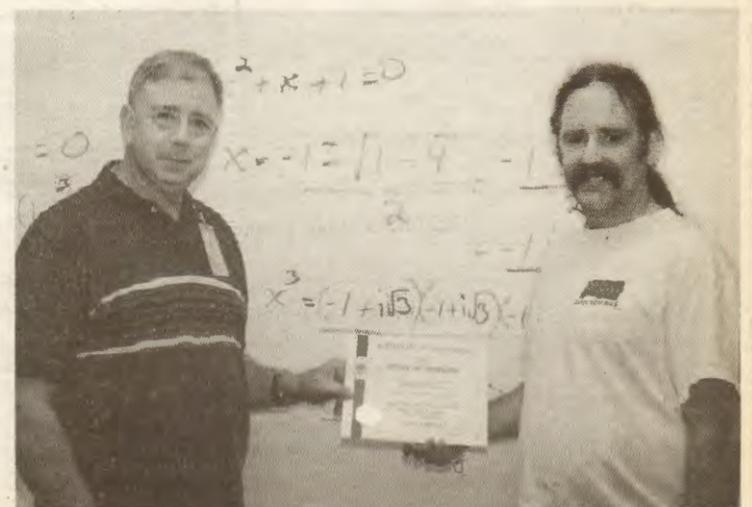
Basic Firefighting—SIU members graduating from the basic firefighting class on July 17 are (from left, kneeling) Kamal Ismail, Patrick Briggs, Bruce Zeigler, Lem Lewis, Clarence Tyler, (second row) Kenneth McLamb, Fred Cintorino, Jim C. Liu, James Wilson, Carlito V. Episoco, (third row) Stormie Combs (instructor), Michael Davidson, Farid Zaharan, George B. Lockett and Hugh McAllister.



Academic—Steve W. Bigelow (above, right) is presented with a certificate of achievement for completing the full curriculum in English 101 (composition and rhetoric) from his instructor, Peggy Densford. Below, he is awarded another certificate, this one in college mathematics, from Instructor Rick Prucha.



Academic—In photo at right, Robert Richer receives his certificates for completion of the Mathematics 101 and English 101 courses from English Instructor Peggy Densford. In photo directly above, Steward Department member Vicki Holloway displays her achievements in computer basics, WorldPerfect 5.1 tutorial and Math 099 (Developmental Math II).



LUNDEBERG SCHOOL

1998 UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	September 21	October 20
	November 16	December 11
Radar Observer/Unlimited	September 28	October 9
	October 26	November 6

Engine Upgrading Courses

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

Steward Upgrading Courses

Course	Start Dates Only
Galley Operations/Certified Chief Cook/Advanced Galley Operations/Chief Steward	September 7, September 21, October 5, October 19, November 2, November 16, November 30, December 14, December 28

Safety Specialty Courses

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

Recertification Programs

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

Academic Department Courses

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

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

UPGRADING APPLICATION

Name _____
Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

RETURN COMPLETED APPLICATION TO: Lundeberg School of Seamanship,
Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075. 9/98

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

Seafarers Scholarships

Applications now are being accepted from Seafarers and their spouses and dependent children for the 1999 Seafarers scholarship program. See page 14 for additional information.

Graduation Day Turns Into Family Day at Piney Point

Families play a very important role in the lives of Seafarers.

Many of the benefits gained by members in recent contract negotiating sessions are designed to help those left behind when Seafarers return to their vessels.

Loved ones share in the joy of a family member coming home after months at sea and celebrate when their special Seafarer successfully completes an upgrading course at the Paul Hall Center's Lundeberg School of Seamanship.

This was especially evident last month when three graduating recertified stewards had family members attending the monthly Seafarers meeting at Piney Point to cheer their husband, father, brother, uncle or cousin on.

Hawspiper Donald Malozi applauded as his brother, **Ronald Malozi**, received his certificate signifying his completion of the highest curriculum for galley gang members. Both brothers began their careers in the Lundeberg School's trainee program. Donald has worked his way up to hold an engineer's license.

Showing support for their father and husband was the family of **Edward Dunn**. They traveled from New York to share in his special day.

However, the largest gathering of family members in the auditorium belonged to **Luis Escobar**, who sails from the port of Santurce, P.R.

The 11-year SIU member brought his relatives together for a very special reason that he wanted to share with his SIU brothers and sisters.

Escobar has two teenage daughters who had never



Paula Andrea Escobar (left) meets her sister, Paulette Catalina Escobar, for the first time.



met each other. Paulette Catalina Escobar was born in Columbia and still lives there while Paula Andrea Escobar was born in the U.S. and lives in Buffalo, N.Y. They had spoken to each other on the phone, written to one another over the years, but circumstances had kept them from actually seeing and meeting until August 3 when Luis made arrangements for the two to be in Piney Point.

In an emotional statement to the membership, Luis told his fellow Seafarers how proud he was to be part of the union, how he considered every SIU member to be an extension of his own family. Then he introduced his family to the members, and that is when the sisters realized they were together in the same place at the same time for the first time.

The two ran to each other in the auditorium as the membership applauded. Luis came from the stage and joined them in a group hug. The trio then made their way to the stage where Luis, tears running down his cheeks, reintroduced them to the audience.

After the meeting, Luis explained he worked with various members of his family to bring the sisters together. Paulette stayed with Luis' father who brought her to Piney Point, while Paula was with the rest of the family. No one told the sisters what was going to happen.

"I planned it this way because I wanted to share my joy with everyone," Luis stated. "This is what family is all about and my union is part of my family."

Family members photographed and videotaped the special occasion. Paula and Paulette spent a couple days with each other before returning to their homes.



SIU VP Contracts Augie Tellez presents Ronald Malozi (left) with his recertified steward certificate while Ronald's brother, Donald, looks on.



Last month's graduation ceremony for recertified stewards turned into a family day. Edward Dunn is joined by his wife and children who attended the meeting.



New Recertified Steward Luis Escobar introduces his daughters to the membership. Paula Andrea (left) from New York and Paulette Catalina from Columbia had never met each other prior to last month's union meeting in Piney Point.



Escobar family members took scores of photographs to commemorate the meeting of Steward Luis Escobar's daughters as well as his graduation from the steward recertification program.



Showing affection to their father are Seafarer Luis Escobar (right) and his brother.