

The

SEAFARERS LOG

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Newest MSC Ship Christened; SIU Will Crew USNS Sisler



Additional shipboard employment opportunities for SIU members came into view February 28 with the christening of the *USNS Sisler* in San Diego. Seafarers will crew the massive roll-on/roll-off vessel, which is slated to join the U.S. Military Sealift Command's Afloat Prepositioning Force later this year. Page 3

SIUNA, NMU Talks Under Way to Broach Affiliation

NMU Holds Convention at Piney Point



NMU San Francisco Port Agent Rusty de Rousset (right) thanks Paul Hall Center Safety Instructor Jim Hanson for his presentation when NMU convention delegates toured the facility last month. Looking on is Nick LaForge, who heads the NMU's training programs. Page 3.

MTD Calls for Defeat Of Anti-Worker Measures

Initiatives and Legislation Pose Major Threat To Unions' Political Action, Exec. Board Warns



SIU President Michael Sacco (second from left) welcomes AFL-CIO President John Sweeney to the meeting last month of the Maritime Trades Department Executive Board. Sweeney, who heads the national federation of trade unions, and Sacco, who also is president of the MTD, sounded critical warnings regarding anti-worker measures which threaten to cripple unions and remove rank-and-file workers from the political process. The board also addressed a number of other topics, including the need for a strong U.S. maritime industry. Pages 3, 7 and 8.

MSC Okays Paul Hall Center's Damage Control Curriculum

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President's Report

An Historic Opportunity

In this issue of the *LOG*, there is a very important, historic announcement—that talks are under way for the possible affiliation of the National Maritime Union with our union.



Michael Sacco

This is not a matter to be taken lightly. Throughout the 60 years the SIU has been in existence, our primary rival for jobs and contracts has been the NMU. The members of our unions have fought each other on the docks, in the streets and in the conference rooms to gain an advantage and secure jobs.

Now, after this long period of time, there is the opportunity that all of the unlicensed mariners will be under one international banner. Our two unions are now closer to this goal than at any other time in our history.

The talks between the SIU and NMU began several months ago. This is not the first time our two unions have sat down and looked into the possibility of becoming unified. Many of our members will recall reports from as far back as the 1960s with news that SIU and NMU officials were seeing if there was a chance for maritime unity. But these discussions never went very far.

However, this new situation is showing signs of change.

Last month, the NMU held its 1998 convention at the Paul Hall Center and I addressed the delegates.

I reminded them of the rough times our unions had been through and what we could have done if we had been fighting the enemies of U.S.-flag shipping rather than each other. The delegates responded by passing a resolution calling for maritime unity.

Brothers and sisters, now that we have announced these talks are taking place, I can tell you what is being discussed.

We are looking into bringing the NMU into the ranks of the Seafarers International Union of North America as an affiliate. The example we are attempting to follow is the one used by the Marine Cooks and Stewards in the 1950s.

Like the MC&S, the NMU will remain an autonomous union. Just as it does now, the NMU will handle its day-to-day operations and elect its own officials. The only change would be the NMU would come under the protective banner of the SIUNA. And, as the MC&S did in 1978, the NMU would be extended the opportunity to merge if and when all involved believe the time is right.

For those of us in the SIU and NMU, this is a remarkable time. It has been a goal many felt could never even get this far.

Unfortunately, there are those who would not like to see this happen because they fear the possibilities of a unified unlicensed mariners' union. Such a union would allow us to link arms and fight together for more job security on new ships built in U.S. yards. It would help us move toward safer working conditions and better benefits—not just for American mariners, but for seamen all around the world. Instead of battling each other, our resources, manpower and dollars could be used to fight those who want to sink the U.S.-flag merchant fleet; to destroy our nation's cabotage laws and to scuttle America's security.

The SIU is strong and secure for the future. As you have seen in the *LOG*, we consistently have been adding new jobs aboard new vessels for our membership. And it is with that strength and security that we are sitting down with the NMU and talking about affiliation.

I will keep you updated on the progress of these talks. No matter what happens, the best interests of the SIU absolutely will remain my top priority.

Listening to the Proceedings



Among the many officials and guests attending the AFL-CIO Maritime Trades Department executive board meeting last month were three retired SIU members. Seated from the left are Lois Olson, who sailed in the galley gang; her husband, Recertified Bosun Fred Olson; and Joe Morrison, also a recertified bosun.

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Progress Continues in ITF Fight Against Runaway-Flag Shipping

Cockroft: Publicity May Help Maritime Safety

Safety at sea will be improved by boosting the maritime industry's notoriety and establishing minimum standards for ship registers, said the highest ranking official of the International Transport Workers' Federation (ITF).

David Cockroft, ITF general secretary, declared the London-based alliance of more than 470 transport-related unions throughout the globe, including the SIU, will call attention to the industry by soon launching a British-flag merchant ship that will sail to numerous ports around the world. The ITF planned to acquire a vessel late last month, then send it on a one-year journey coinciding with the 50-year anniversary of the ITF's campaign against runaway-flag shipping. "It will be a floating exhibition of the life of seafarers. It's intended to raise the profile of the campaign, but also raise the profile of the entire industry," Cockroft stated at a March meeting of the Washington, D.C. chapter of the Propeller Club.

Publicizing merchant shipping is vital to improving safety, Cockroft said, because the industry currently suffers from a lack of public awareness. "No stone is left unturned to find out why an airplane crashes. We believe that when seafarers die, when ships disappear and people don't know why, that it should be dealt with in exactly the same way as when an aircraft crashes and people don't know why," he said.

Illustrating the point, Cockroft cited the 1996 sinking of the Panamanian-registered cargo ship *Cordigliera* off the coast of South Africa and the loss of its crew of 29 mariners. For nearly two-and-a-half years, the case was not investigated and no compensation was provided by the shipowner or insurer to the crew's dependents.

The ITF recently initiated a joint survey with the South African Department of Transport to pinpoint why the vessel sank and spur remuneration to crew members' families. The 10-day investigation yielded substantial evidence, and it is hoped the case will be solved and the surviving families compensated.

"If governments won't do the job looking for those casualties and finding out why, then we're going to shame the governments into doing the job properly," declared Cockroft. He added that the *Cordigliera* is not an anomaly; the ITF has a caseload of more than 300 mariners who have been killed or seriously hurt but for whom compensation has not been paid or is drastically inadequate.

Another focal point for the ITF is working with the International Maritime Organization (IMO) to establish rules governing the actions of ship registers.

"We don't believe that shipping registries should be businesses," Cockroft flatly stated. "We don't believe it should be a way of making money. Registering a vessel, regulating a vessel, determining the conditions and the environment of the vessel—that is a job for governments. It's a regulatory job."

Backing his position, Cockroft described the Liberian registry as "demonstrating beautifully the ludicrousness of the system. This is a system where a non-existent government of a state in a six-year civil war can be one of the prime maritime nations in the world—go to IMO meetings, et cetera, and present their views in context of national sovereignty of Liberia. When everybody knows [the Liberian registry] is a corporation based in Reston, Va. The system is wrong!"

The endeavor to implement standards that would eliminate, or at least radically alter, registries such as Burma, Vanuatu, St. Vincent and many others is only one part of the ITF's campaign against runaway-flag shipping, also known as flag-of-convenience (FOC) shipping. Other elements include the use of more than 100 ITF inspectors worldwide (including three SIU representatives), political activity, enforcing minimum wages and working conditions at sea, and more.

"In an ideal world, I'd like to see all FOCs put out of business. But I'd settle for half being put out of business in the next two or



ITF General Secretary David Cockroft

three years, as a starting point," Cockroft said. "I believe that's the direction in which the IMO is going, supported by the United States, the European Union, Canada, Japan, Australia and others."

He acknowledged that while the campaign "hasn't achieved its ultimate goal, progress has been made." For example, more than 5,000 ships today are covered by ITF contracts which spell out minimum standards for wages and working conditions. That represents better than a 150-percent increase in the last five years, as fewer than 2,000 vessels were covered in 1993.

Moreover, the International Safety Management Code and the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for mariners "are steps in the right direction" toward bolstering maritime safety while penalizing those who break the rules.

In addition, Cockroft emphasized that although runaway-flag shipping is a "fact of life today," the ITF and its affiliates are determined to continue making progress against the scam.

"We think the system stinks," Cockroft asserted. "Between the nationally based ideal of 100 percent (flag-state ownership, crewing and earnest regulation) and the mess we've got today, I believe there has to be a middle way. There must be minimum standards and everybody has to stick to them."

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Double Eagle Tanker Program Restructured

SIU to Crew 4 New Vessels; Shipbuilder Will Exit Commercial Work

Under a restructured agreement, Hvide Marine Inc. will acquire four double-hulled tankers constructed at Newport News (Va.) Shipbuilding, instead of the originally planned five vessels, the company and the shipyard announced last month.

Two of the four SIU-crewed "Double Eagle" tankers are scheduled for delivery later this year, while the other two are slated for 1999.

Overall, Newport News Shipbuilding will construct six of the nine vessels initially called for in February 1996.

(Four originally were earmarked for a Greek company.) When the last tanker is delivered, the yard is quitting the commercial shipbuilding business. It will continue military-contracted work, which currently accounts for a \$2.9 billion backlog at the Virginia facility.

"We're pleased to have the opportunity to crew four new tankers," said SIU President Michael Sacco. "Considering the entire program at one point appeared in jeopardy, the union's position is that four new ships are a

lot better than none."

The U.S. Maritime Administration (MarAd) issued a statement noting that the shipyard's decision to exit commercial business due to cost overruns "does not affect the rest of the American shipbuilding industry, which remains interested in and fully capable of doing commercial work." MarAd pointed out that there are \$2.3 billion in loan guarantees already approved for commercial ships and almost another \$1 billion in pending applications.

Meanwhile, Florida-based Hvide said that its four new tankers "will give us the preeminent fleet of new, double-hull petroleum product carriers which respond to the mandate of Congress to ensure the safe transportation of petroleum products in U.S. coastal waters." (The double-hull requirement is a result of the Oil Pollution Act of 1990.)

The four ships will carry petroleum goods along the Atlantic and Gulf coasts. Each will be 620 feet long and 120 feet wide, with a speed of 16 knots.

2nd Watson Ship Christened

New job opportunities for Seafarers continued to arise as the fourth in a series of prepositioning ships being readied for the U.S. Military Sealift Command (MSC) was christened February 28 in San Diego. SIU members will crew the *USNS Sisler* later this year, when the Watson-class vessel joins MSC's Afloat Prepositioning Force.

The 950-foot, roll-on/roll-off vessel (RO/RO) will bolster national security as part of a 19-ship fleet designed to increase America's sealift capacity. Of

those 19, SIU members will crew four Watson-class ships being constructed at NASSCO in San Diego, including the *USNS Sisler* and the *USNS George Watson*, which was christened last fall; and four Bob Hope-class ships built at Avondale Shipyard in New Orleans, including the *USNS Fisher* and the *USNS Bob Hope*, both christened last year. Maersk Limited will operate those eight ships for MSC.

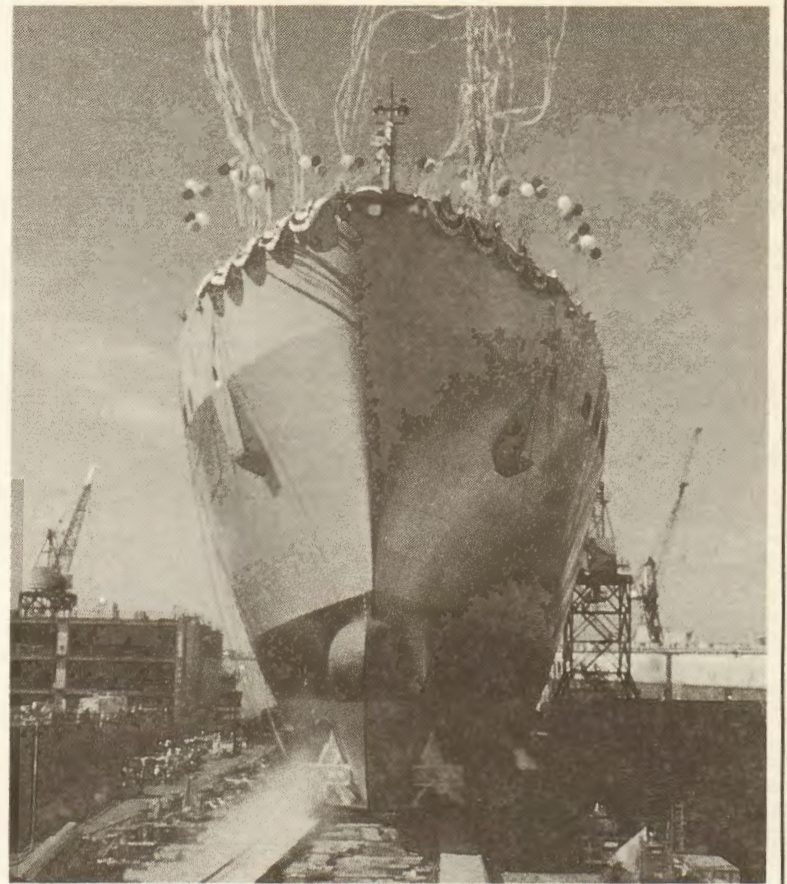
Additionally, Seafarers are sailing in the unlicensed positions aboard five converted RO/ROs

already in service which are part of the same prepositioning fleet. Those vessels are operated by Bay Ship Management.

Meanwhile, charters have not been awarded for the remaining six 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.

Speaking at the *USNS Sisler* christening, U.S. Navy Vice Admiral Jim Perkins, MSC com-

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With balloons and streamers flying, the *USNS Sisler*, the fourth in a series of prepositioning ships being readied for the U.S. Military Sealift Command, rolls off the dock into the water at the NASSCO shipyard in San Diego, Calif. during christening ceremonies. SIU-contracted Maersk Limited will operate the vessel.

MTD Urges Members to Repel Attacks Against U.S. Workers

Two-Day Board Meeting Deals with Broad Range Of Issues Affecting America's Working Families

Calling the campaign being waged by anti-worker forces across the country on a variety of issues an effort "to silence the voice of working people," AFL-CIO Maritime Trades Department (MTD) President Michael Sacco called on the MTD executive board as well as the members of its 32 affiliated unions to fight on to victory "because there's no guarantee we'll get a rematch."

Sacco, who also serves as SIU president, opened the annual winter meeting of the MTD executive board, held in Las Vegas on March 16 and 17. He told the board there is a group of lobbyists, businesses and others who "want to knock workers from the political process so they can take even more of the purse for themselves."

The board also heard from legislators from both political parties, union representatives, a shipping official and others who provided insight on a variety of issues affecting the lives of working people.

Nationwide Fight

The MTD president pointed out more than half the states in the country are considering legislation or initiatives designed to limit how unions can participate in elections as well as lobby for their members.

"They're really being sneaky about it. They're calling their legislation 'paycheck protection' or 'campaign finance reform' or 'giving union members a choice,'" Sacco told the board.

"Those names are a bunch of bull! When you cut through all the tricky titles and look at the facts, you're left with Big



MTD President Michael Sacco tells members of the MTD executive board that they must repel the anti-labor forces trying to implement laws designed to silence the voices of workers from the political process.

Business trying to put a muzzle on rank-and-file workers who are speaking up through their union."

AFL-CIO President John Sweeney and House Minority Leader Richard Gephardt (D-Mo.) in separate speeches reminded the board that the recent successful effort to raise the national minimum wage while at the same time defeating measures designed to allow sham company unions and fast-track trade negotiations without labor and environmental concerns, had placed labor squarely in the sites of its enemies.

"We have our work cut out for us because we know there are no truth-in-advertising laws when it comes to politics," noted Sweeney. "What we must do is inform and educate our members and the public about the common characteristics of these initiatives if we are to defeat them."

For additional MTD coverage, see pages 7, 8.

Gephardt added, "If the other side can take the voice of working people out of the political process, then they will run it lock, stock and barrel."

The board later in the meeting unanimously supported a resolution calling on all union members to defeat such legislation at the local, state and national levels.

Other Battles Ahead

But that was not the only issue dealing with working families addressed at the meeting.

The executive board urged federal and state governments to consider the economic effect on employees as well as the general public when dealing with utility deregulation. It cited the need for stronger labor laws to protect workers' right to organize after reviewing the five-year battle at the Avondale (La.) Shipyard following the overwhelming support of the employees to unionize. It called on Congress to provide adequate funding for the nation's highways, ports, bridges and other infrastructure to keep America's transportation network in peak condition.

Other resolutions adopted by the MTD executive board dealt with maritime safety, the sealift charter and build program, Medicare, workfare and the need to further raise the national minimum wage, the international battle to end runaway-flag shipping and the need to defeat the merger of telecommunications giants MCI and WorldCom.

The 32-member unions of the MTD represent approximately 8 million working men and women in maritime-related jobs.

Sacco Reaffirms U.S. Ships Ready to Assist Troops When Needed

During his opening remarks to the AFL-CIO Maritime Trades Department's (MTD) executive board meeting, MTD President Michael Sacco reaffirmed the organization's commitment to work with the U.S. armed forces whenever and wherever they are called to duty.

"I want to state for the record that I support President Clinton's actions during the current crisis involving Iraq," Sacco, who also is SIU president, said on March 16.

"More importantly, the affiliates of the Maritime Trades Department are ready, willing and able to deliver the goods to our troops and provide whatever other help is needed, as soon as the word is given.

"So, Mr. President, the message is: We're ready when you are!"

As the *Seafarers LOG* went to press, the possibility of hostilities had quelled. However, Seafarers-crewed vessels around the world remained ready in case they were called to assist U.S. troops.

SIUNA, NMU Announce Initial Talks Under Way Aimed at Affiliation

Maritime history was made last month on the grounds of the Paul Hall Center for Maritime Training and Education when the presidents of the Seafarers International Union of North America (SIUNA) and the National Maritime Union (NMU) announced initial talks were under way to affiliate the NMU with the SIUNA.

Since the founding of the NMU in 1937 and the SIUNA a year later, the statement marks the closest the two organizations have ever come to establishing their ultimate goal of one union representing all unlicensed mariners. It is an outgrowth of a resolution passed March 27 by NMU convention delegates calling for maritime unity.

That one-page NMU document acknowledged previous calls over the years for unity among the seagoing workers and noted "some form of affiliation eventually leading to merger with another maritime union would be

in the best interest of the membership."

In his remarks before the NMU convention (which took place at the center in Piney Point, Md.), SIUNA President Michael Sacco reminded the officials and delegates how the SIUNA and NMU had been fighting each other for decades, while the enemies of the U.S.-flag fleet were taking apart the industry.

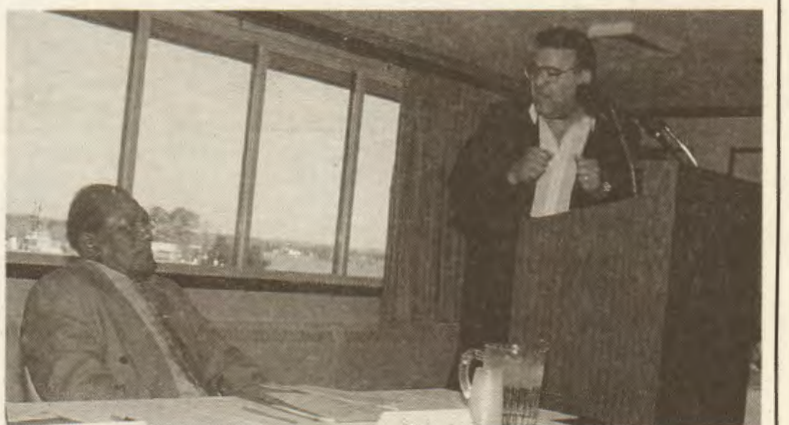
"Imagine the resources we would have had to fight them if we had not been so busy going at each other," stated Sacco.

NMU President Rene Lioeanjie informed the SIUNA president and the delegates that the convention would include discussions about where the NMU and the U.S.-flag industry were headed in order to ensure a solid future.

The convention announced its vision through the resolution entitled "Maritime Unity."

After the resolution had been

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SIUNA President Michael Sacco discusses the need for the Seafarers and National Maritime Union to work together to help the U.S.-flag fleet, during his remarks to the NMU convention. Listening is NMU President Rene Lioeanjie.

MSC Approves Damage Control Curriculum at Paul Hall Center



Kyrm Hickman (right), MSC's training administrator, takes a firsthand look at the Paul Hall Center's damage control training February 18 in Piney Point, Md. At Hickman's right is Bill Eglinton, the center's director of vocational education. Joining them is Mark Cates, instructor of the damage control class.

Following a thorough analysis, the U.S. Military Sealift Command (MSC) formally has approved the damage control class offered by the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

This authorization will help enable Seafarers to meet the training requirements for sailing aboard military-contracted vessels.

In a letter confirming the approval, MSC Director of Personnel Chuck Schoen told Paul Hall Center officials, "My representatives were most impressed by all the efforts the SIU is taking in regard to the training of your mariners."

J.C. Wiegman, assistant director of vocational education at the center's Harry Lundeberg School of Seamanship, pointed out that MSC's approval is retroactive to the fall of 1997. Therefore, any Seafarers who have taken damage control at the Paul Hall Center since that time, either as part of the government vessels course or as a stand-alone module, meet the damage control certification requirement for mariners sailing aboard military-contracted ships.

MSC officials inspected the school twice and also conducted



The school's damage control curriculum includes plenty of hands-on training (photo above and at right), as demonstrated by Seafarers who took the course earlier this year.

off-site meetings as part of the agency's review of the damage control program.

The Lundeberg School's damage control training blends classroom instruction with hands-on exercises. Included in the curriculum are definitions and explanations of watertight integrity; identification of responsibilities and procedures for care of injured personnel; descriptions of the typical structure for a repair party;



weighing the pros and cons of different sound-powered circuits; preventive maintenance of watertight components; vessel compartment identification; use of pumps and smoke-removing gear; patching and plugging; shoring, permanent and temporary pipe repairs, and more.

Capt. Praises Bobo Crew Soderman Aids Prepositioning Ship

Noteworthy seamanship and fortuitous timing helped two SIU crewed Military Sealift Command (MSC) vessels make the best of a challenging situation.

On November 5, 1997, the prepositioning ship *2nd Lt John P. Bobo* ran aground off the coast of Spain after being hit by what MSC described as a sudden and "extremely strong storm."

"In the days following the grounding, the deck department, engine department and steward department performed feats of seamanship and showed a dedication to duty that was beyond belief," noted *Bobo* Captain John F. Maytum, an SIU hawsepiper. He specifically cited the quick, safe transfer of materiel ashore and to another ship chartered by MSC, plus a similarly well-done movement of ballast to refloat the *Bobo*. (See Captain Maytum's letter to the editor, page 21.)

MSC pointed out that because the ship, which needed hull repairs, had been "working as an integral part of Maritime Prepositioning Squadron One carrying U.S. Marine Corps supplies and equipment, *Bobo* needed fast, readily available storage for its cargo."

Once the *Bobo's* ammunition had been moved to the chartered *Univalle*, a Dutch-flag cargo ship, and the rest of the materiel had been transferred ashore, the

agency focused on finding a longer-term solution.

Enter the *USNS Soderman*, a newly converted roll-on/roll-off vessel ready for full activation. "By sailing *Soderman* to Spain, the vessel would get a better shakedown as well as save the costs of leasing *Univalle*," MSC said in a news release. "Due to security and readiness concerns, the operational commander in Europe preferred having (all of) *Bobo's* equipment stored aboard a ship."

"In addition, several of the upcoming large, medium-speed, roll-on/roll-off ships, or LMSRs, are coming on-line a few months ahead of schedule. The first group will be used to preposition U.S. Army equipment and supplies afloat. Thus, MSC saw a way of using *Soderman* to everyone's advantage and without interfering with the current Army load-out plans."

"We saved money, we did a much more intensive work-up period with *Soderman* and we ensured proper storage of U.S. military equipment aboard a U.S. ship," stated John Henry, MSC's Army Prepositioning Project officer.

The *Soderman* sailed to Spain in January and by January 24 had taken on all of the *Bobo's* materiel.

Meanwhile, the *Bobo* is expected to return to service by next month.



The *2nd Lt John P. Bobo*, an SIU crewed Military Sealift Command vessel, is expected to return to service next month following hull repairs.

Seafarers Start Lakes Season

Following the most successful Great Lakes sailing campaign since the 1970s, Seafarers last month signed on a number of vessels as the 1998 season got under way.

Fitout for some of the ships began in mid-March, near the end of a mild winter. Other SIU crewed vessels operating on the Great Lakes tentatively were scheduled to begin crewing anywhere from early this month to early June.

Seafarers who ply lakes Michigan, Superior, Erie and Ontario aboard lakers should contact the Algonac, Mich. union hall for fitout information.

Last month, SIU members signed onto American Steamship Co.'s *Walter J. McCarthy*, *American Mariner*, *H. Lee White*, *Buffalo*, *Charles E.*

Wilson, *St. Clair*, *Indiana Harbor*, *American Republic*, *Sam Laud* and *John J. Boland*; Erie Sand's *Richard Reiss*; U.S. Steel's *Presque Isle*; and Inland Lakes Management's *Alpena* and *Iglehart*. Seafarers also signed on board Cement Transit's *Medusa Challenger* April 1.

Traditionally, engine and steward department members are the first to climb the gangways as fitout begins. The engine crew carries out any needed repairs and refills pipes that were emptied during layup, while the steward department orders stores and handles other preparations. Deck department members usually sign on within a few days, and the vessels get under way two or three days later.

All indications are that the new sailing season will see continued strong demand for commodities on the Great Lakes. Last year, vessels moved more than 125 million tons of cargo, representing an 8 million-ton increase from 1996. The total marked a 20-year high for the Great Lakes Jones Act trade.

The highest-volume materials moved on the Lakes typically are coal, iron ore and stone, which are utilized in steel production. Almost 75 percent of the nation's steel is manufactured throughout the Great Lakes basin.

During layup, several Seafarers upgraded at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. (see page 9).

Avondale CEO Must Apologize to Workers NLRB Orders Shipyard to Pay \$3 Million in Back Wages

The National Labor Relations Board (NLRB) last month ordered the head of Avondale Shipyard in New Orleans to personally read a cease and desist order to 4,100 current and former shipyard employees, rehire 28 fired workers, rescind disciplinary measures taken against 15 others and pay more than \$3 million in back wages.

Received by the AFL-CIO Metal Trades Department, the 700-page order covers hundreds of actions by Avondale since workers at the shipyard voted in June 1993 to be represented by unions. Subsequent to the election, Avondale has used stalling tactics and other maneuvers to deny representation to its employees, even though the pro-union vote was 1,804 to 1,263.

Besides what is covered in the recent NLRB ruling, the AFL-CIO (the national federation of trade unions, of which the SIU is a member) notes that many other charges of firings and various inappropriate disciplinary actions against union supporters are impending in the NLRB and in the U.S. Court of Appeals.

Altogether, this is the largest case in NLRB history.

The attorney handling the case for the Metal Trades Department, Bill Lurye, said the NLRB decision "affirms what we have alleged all along—that

the company has violated the law in just about every conceivable fashion."

John Meese, president of the department, said that although he is heartened by the NLRB ruling, further penalties are needed to provide justice for the shipyard workers. "If [Avondale CEO Albert Bossier] were held personally and financially liable for the damage he has done, we would probably see an end to this reprehensible behavior," Meese stated. "As long as Avondale gets away with spending government tax dollars to frustrate the organizing rights of its workers, Avondale is going to continue breaking the law with impunity."

The department has urged Congress and the U.S. Navy to explore Avondale's alleged use of funds from Navy shipbuilding contracts to resist pro-union activities at the facility. According to published reports, Avondale has more than \$10 billion in such contracts.

In issuing the NLRB ruling last month, Judge David L. Evans cited Avondale's "egregious misconduct, demonstrating a general disregard for the employees' fundamental rights.... The quality and severity of unfair labor practices found herein, combined with [Avondale's] simultaneous refusal to bargain with the union ... requires special remedies."

West Coast VP McCartney to Retire; Board Names Nick Marrone to Post

George McCartney, the only West Coast vice president in SIU history, informed the union he will retire July 1.

He will be succeeded by Nick Marrone, who has served the union in many capacities, the SIU executive board announced.

"I will remain available to help the SIU any way I possibly can, and will continue working with the California Labor Federation, the San Francisco Maritime Port Council, the American Merchant Marine Veterans, the San Francisco Labor Council and other associations," said McCartney, 67.

A native of New York City, McCartney worked as a longshoreman before starting his SIU sailing career in 1948. He helped organize Cities Service and served as department delegate aboard most of the ships on which he sailed.

McCartney sailed in all three departments, though most frequently in the engine department. His last ship was the *SS Frances* in 1960. Later that year, he came ashore as a patrolman in New York.

Subsequently, he worked in a number of jobs for the SIU, including port agent in New York, Seattle and Wilmington, Calif. In 1980, he was elected as headquarters representative, and a year later became the union's first West Coast vice president. McCartney was appointed to that position by the late SIU President Frank Drozak; had the appointment approved by the SIU Executive Board; and has been reelected to the post a number of times.

"George is 100 percent SIU. He is extremely dedicated to the membership, and I'm glad he will remain available to assist us, even in retirement," stated SIU President Michael Sacco.

Like McCartney, Marrone has held a variety of



Following announcements by the union's executive board, SIU President Michael Sacco (left) and Paul Hall Center Acting Vice President Nick Marrone (right) congratulate SIU Vice President West Coast George McCartney (center) on his upcoming retirement. Marrone will succeed McCartney this summer.

positions within the union. Marrone graduated from the Lundeberg School in Piney Point, Md. in 1975, then sailed in the deck department until the late 1970s.

He became a Lundeberg School instructor, then served as a patrolman in St. Louis and as port agent in Paducah, Ky. and Piney Point.

Later, Marrone headed the SIU's legislative affairs department. From 1990 through 1995, he worked as the administrator of the Seafarers Welfare, Pension and Vacation plans. He has spent approximately the last two years serving as the acting vice president of the Lundeberg School, located at the Paul Hall Center for Maritime Training and Education.

Navigational Tax Hits Congressional Hazards

Senate and House members have expressed concern during U.S. Coast Guard budget hearings last month about a proposed navigational assistance tax that would be placed on commercial vessels plying the domestic waterways.

The SIU is part of a coalition of maritime unions, shipping companies, shippers, port authorities and others opposed to the tax, which is estimated to raise \$750 million in its first five years. The coalition has pointed out several factors that could make its

implementation illegal, including the Coast Guard does not have the authorization to propose the tax.

During a March 5 hearing of the House Appropriations' Transportation Subcommittee, Chairman Frank Wolf (R-Va.) specifically questioned the agency's ability to impose the tax. Two other subcommittee members—Reps. Sonny Callahan (R-Ala.) and David Obey (D-Wis.)—noted they would have trouble supporting the tax.

The Coast Guard's proposal met similar resistance on the

other side of Capitol Hill. Chairman Richard Shelby (R-Ala.) of the Senate's Appropriations' Transportation Subcommittee said during a March 20 hearing he "was not interested in enacting any new user fees," as the Coast Guard is calling the tax. A week earlier, Chairman Olympia Snowe (R-Maine) stated her worry for the proposal during a hearing before the Senate Oceans and Fisheries Subcommittee, claiming the tax would "raise the cost of maritime transportation."

ATTENTION ALL SEAFARERS ABOARD SIU-CONTRACTED MILITARY VESSELS

The Military Sealift Command has imposed a **mandatory** requirement that all merchant mariners sailing aboard U.S.-flag military vessels deployed to the Persian Gulf **must** receive anthrax vaccinations. The vaccination is a series of six shots given over an 18-month period. These shots will be administered by the OPP Medical Officer. A similar order regarding military personnel already is being implemented.

Further details have been sent to ships' chairmen aboard SIU-contracted military vessels.

USNS Sisler Christened

Continued from page 3

mander, expressed confidence in the men and women who will sail aboard the massive vessel. "The American merchant mariners who will crew the *USNS Sisler* will steam this aircraft-carrier-sized ship hard on every mission. They will take her into harm's way if need be, as our merchant mariners have done since the Revolutionary War.... This ship will make a difference," stated Perkins.

According to MSC, the newly christened vessel can exceed 24 knots, has a maximum beam of about 106 feet and possesses nearly 400,000 square feet of cargo space—an area greater than eight football fields. It can transport "an entire U.S. Army Armored Task Force, including 58 tanks, 48 other tracked vehi-

cles and more than 900 trucks and other wheeled vehicles," the agency reported.

Estimated time needed both to load and unload the ship is 96 hours.

As with the other 18 ships in or scheduled for the strategic sealift program, the *USNS Sisler* is named in tribute to a U.S. Army Medal of Honor recipient. First Lt. George "Ken" Sisler in February 1967 was a platoon leader in Vietnam when the enemy attacked. He bravely aided two injured members of the platoon, at one point single-handedly thwarting a heavy attack by a superior enemy force. He continued moving about the field directing air strikes on enemy positions until he was mortally wounded.

Lt. Sisler's widow, sister and granddaughter participated in the christening ceremonies.

Initial Talks Under Way to Affiliate SIUNA and NMU

Continued from page 3

adopted and released, Sacco said officials from the two unions have been talking with each other about the NMU affiliating with the Seafarers International Union of North America.

"What this would mean, if the NMU affiliates with the SIUNA, is the NMU would remain an autonomous union—running its daily operations and electing its own officials. They would come under the umbrella of the SIUNA," Sacco pointed out.

During the three-day NMU convention which convened March 25, that union's officials and delegates stayed in the center's hotel, toured the facilities of

the Harry Lundeberg School of Seamanship (which is located within the center) and talked with upgrading Seafarers.

"For most of the delegates and officials, this was the first time they had seen the Paul Hall Center," Sacco noted. "They were very impressed with the facility, with the training that is offered and with the way our members conducted themselves both in and out of the classrooms."

"These brothers and sisters from the NMU said it was better than anything they had heard," he added.

As noted earlier, some form of talks to bring the SIUNA and NMU together have taken place at various times since the American

Federation of Labor (AFL) merged with the Congress of Industrial Organizations (CIO) in 1955.

Prior to 1935, all labor unions were affiliated with the AFL. However, John L. Lewis of the Mine Workers resigned from the federation when delegates to the AFL convention failed to adopt a resolution calling for the creation of industry-based rather than craft-based unions. Lewis formed the CIO with the support of about a dozen other unions.

During this time, mariners were affiliated with an organization known as the International Seamen's Union (ISU), which at its height after World War I was headed by Andrew Furuseth. After having more than 100,000 members within its ranks, the ISU had fallen to less than 3,000 in the 1930s.

In 1937, the ISU disbanded. The National Maritime Union was created in its wake and affiliated with the CIO. The AFL formed a temporary seaman's union, which in 1938 was chartered under the leadership of Harry Lundeberg as the SIUNA.

Through the decades, the two unions have battled on the waterfront to obtain jobs aboard U.S.-flag vessels for their members.

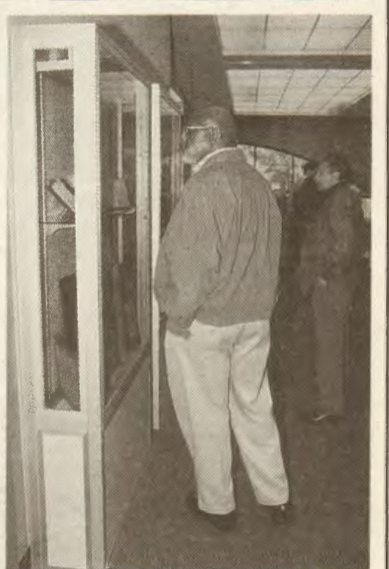


John Mason from ASTI welcomes NMU officials and delegates, including V.P. Kate Hunt (seated right), to the Paul Hall Center's firefighting and safety classroom.

Many a confrontation was fought with fists, bricks and bats.

But through it all, the SIU and NMU were able to work with each other on some issues, including the international effort to expose runaway-flag shipping which was taking American maritime jobs overseas.

In the 1960s, '70s and '80s, under the tenure of Paul Hall and Frank Drozak, the SIUNA engaged in preliminary talks with NMU officials to bring the unions together.



NMU Executive V.P./Treasurer Nero Threat (left) and V.P. John Cameron look at some of the maritime records displayed in the Paul Hall Center's library.



NMU delegates and officials tour the SIU's manpower office located at the Paul Hall Center in Piney Point, Md. Headquarters Rep. Carl Peth (right) explains how the office works.

Recertified Stewards Assume Leadership Roles

11 Recent Graduates Are Ready to Disseminate Knowledge at Sea

With support from their families, friends and fellow Seafarers, 11 SIU members who successfully completed the five-week steward recertification program received their diplomas at the March membership meeting in Piney Point, Md.

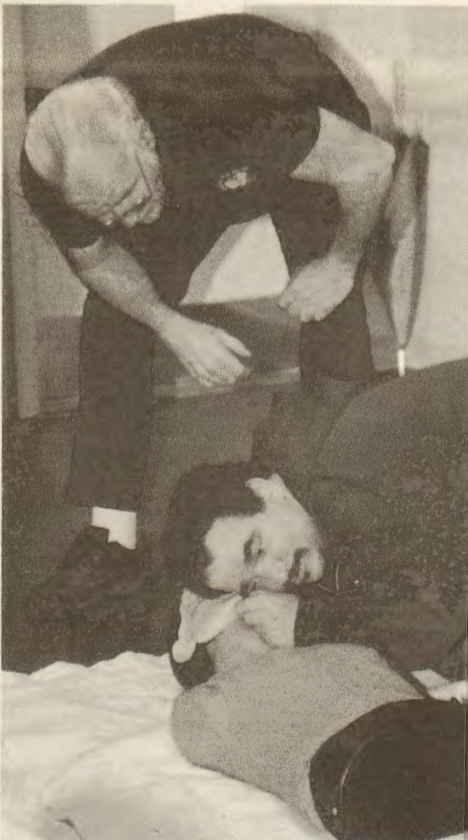
Sailing from eight different ports across the country, the 11 stewards are now "the eyes, ears and voice of the union at sea," touted Vice President Contracts Augie Tellez, who presented the graduation certificates to Ngoc Allen, Michael L. Baker, Alan W. Bartley, Tommy Belvin, Sergio Castellanos, Franklyn J. Cordero, Angel B. Correa, Michael F. Hammock, John Holtschlag Jr., Kenneth Long and Edward C. Winne.

"Every ship has a committee with a chairman and delegates," Tellez continued. "And what we try to do in this program is help the recertified stewards learn how to become leaders aboard ship by promoting unity and exchanging ideas."

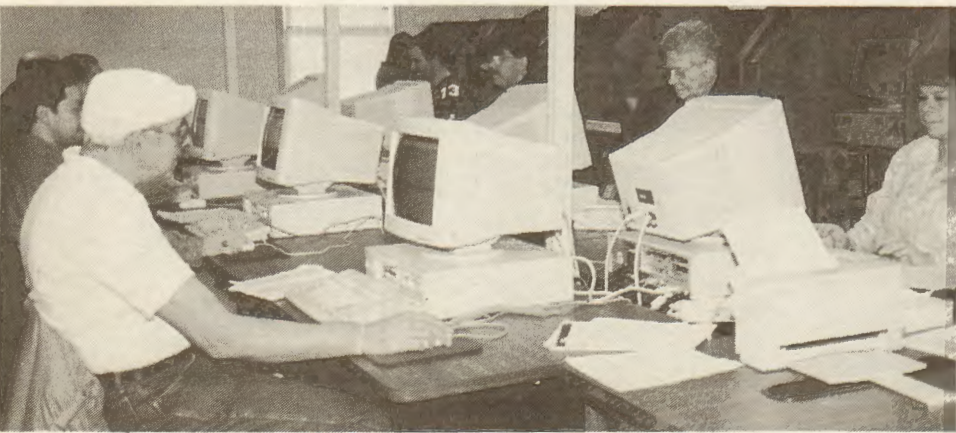
Upon receiving their diplomas, each of the students had an opportunity to say a few words to the audience of fellow union members, upgraders and unlicensed apprentices. All expressed their utmost thanks to the union and its officials, to the school and its instructors and especially to Chef Allan Sherwin for his guidance.

Ngoc Allen, 47, believes that, with this training, she will be able to do her job better. She especially found the computer class helpful and knows it will be of great use in preparing shipboard menus.

This is not the first time Ngoc has



Refresher courses in CPR and first aid are part of the steward recertification curriculum. Above, Michael Hammock practices his resuscitation technique while being prompted by instructor Stormie Combs.



Training in the Lundeberg School's computer center will assist the recertified stewards in preparing menus and ordering stores while aboard ship.



Meeting with SIU President Michael Sacco (fifth from right) on a visit to the headquarters building in Camp Springs, Md. are members of the recertified steward class who received their graduation certificates at the March membership meeting in Piney Point, Md. From the left are Michael F. Hammock, Edward C. Winne, Alan W. Bartley, Ngoc T. Allen, Franklyn J. Cordero, Tommy Belvin, Kenneth Long, Sacco, John Holtschlag Jr., Sergio Castellanos, Angel B. Correa and Michael L. Baker.

upgraded at the Lundeberg School. She has sailed from the port of Mobile since 1988, and recommends returning to Piney Point to all those members who want to learn and achieve job security.

Michael Baker said he was very proud to reach this point in his career and also to represent the port of San Francisco. "I have had the opportunity to be taught by a fine instructor," the 36-year-old noted. "Chef Allan [Sherwin] has been very motivating and willing to share his knowledge. I hope I can take this experience with me and become a better Seafarer."

This is the third time Baker has come to the school for upgrading since he joined the union in 1986. He says, "Piney Point has given me the opportunity to further my goals. Without upgrading, your choices and job security are limited."

Alan Bartley, who sails from the port of Houston, started his SIU career as a trainee in 1981. This is the seventh time the 37-year-old has been at the Lundeberg School to upgrade his skills. "I would like to thank all past and present staff members of the Harry Lundeberg School," he stated, "for all I have learned here." Of special interest to Bartley this time was learning how the union works and interacts with Congress. And he looks forward to returning to the school.

Tommy Belvin, 47, expressed his deep satisfaction at accomplishing a goal. "This is our day," he said to his fellow graduates.

Belvin, who sails from the port of Tacoma, thanked the seven members of his family who attended last month's ceremony for their support and gave his best wishes to the unlicensed apprentices who will soon follow in his footsteps.

"The most important lessons I will take with me and which will have the greatest impact when I return to work," stated 37-year-old Sergio Castellanos, "are the new techniques, recipes and galley sanitation guidance that we learned in Chef Allan's class."

Castellanos, who joined the SIU in St. Louis and now sails from Tacoma, also noted that the "STCW class helped explain

why Seafarers need to maintain the highest level of education offered to us here at the Paul Hall Center—to ensure that our jobs continue to set an example to merchant seamen around the world of the highest standards of safety and job training."

Castellanos gave special recognition and thanks to his wife, Jioia de Leon, also an SIU member, for her strong support.

Of great importance to Franklyn Cordero, 44, was the instruction he received from Chef Allan in cooking preparation and sanitation basics, but he also found the classes in social responsibility and union affairs to be very informative. This was the third time Cordero has upgraded at the school since joining the SIU in 1972 in New York.

For Angel Correa, who joined the union in Philadelphia in 1966 and now sails from the port of Jacksonville, the opportunity to upgrade to recertified steward was extremely rewarding. "I always work hard and try to do the best job I can," the 54-year-old stated, "because I like what I do."

Correa found the refresher courses in CPR and first aid to be useful, and he is anxious to return to sea to show off some of his new recipes and new ways of cooking that he learned with Chef Allan.

Additionally, Correa urged the unlicensed apprentices and other SIU members to attend upgrading classes in Piney Point because "the better job we do on the ships, the more we keep what we have and the more new jobs we get."

Michael Hammock, 41, noted that his five weeks of class was one of the best times he has had. "I learned a lot of different ways to cook," he said, "but the people in my class made the real difference. They were great to learn with. . . You're never too old to learn."

This was the third upgrading course for Hammock, who joined the SIU in 1973 in New York.

John Holtschlag, 55, dedicated his diploma from the steward recertification class to his mother, who died last November just as he received word that he had been admitted to the program. He joined in SIU in July 1983 in Honolulu and has returned to Piney Point twice before to attend upgrading classes.

"This is one of the happiest days of my life," he told the audience upon receiving his diploma. "There have been a lot of changes since I was here 10 years ago," he said, specifically mentioning the computer center and culinary lab. To the trainees in attendance, he said, "For better jobs and job security, I would recommend returning to Piney Point the first chance you get."

Kenneth Long, 39, thanked "the caring people" at the Lundeberg School for the opportunities he was afforded during the recertification class. Long, who sails from

the port of Norfolk, is now looking forward to returning to a ship to show what he has learned.

Edward Winne is certain that the skills and knowledge he has gained from the program will help him aboard ship in so many ways. The 58-year-old was a member of the Marine Cooks & Stewards union in 1964, some 14 years before that union merged with the SIU. He now sails from the port of New York.

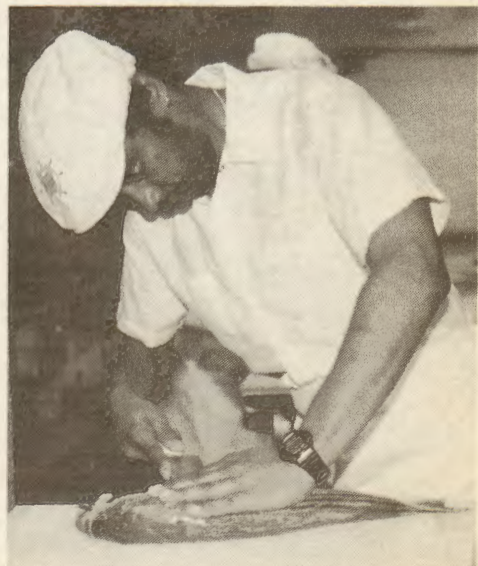
"I would recommend this school to anyone who wishes to make shipping his or her career," Winne stated. "The days of wooden ships and iron men are gone. Today and in the future, we will need double hulls and educated men and women to crew the ships. This school can give the education that is needed." In words of encouragement to the unlicensed apprentices, Winne said, "When you join the SIU, you join a family, a family that cares about you."

During the five-week session, the 11 recertified stewards received more than just new recipe ideas, sanitation methods and modern cooking techniques. Refresher courses in CPR, first aid and firefighting were required of the students in order to successfully complete the program. They also received training in the school's computer center, which will assist them in preparing menus and ordering stores, and visited the union's headquarters in Camp Springs, Md., where they met with representatives of the SIU's contracts, communications, government affairs and welfare, training, vacation and pension fund departments.

It was a "job well done" for the 11 new shipboard leaders who graduated last month from the bosun recertification program—the highest curriculum available at the Paul Hall Center for Seafarers who sail in the steward department. These men and women are now better prepared for their jobs and more knowledgeable about their union, and are ready to pass on what they have learned to their fellow shipmates.



Ngoc Allen (above) evenly slices the mushrooms needed for her recipe, while Tommy Belvin (below) uses the proper procedure to filet a fish.



MTD Speakers Hone Consistent Theme:

Anti-Worker Campaign Measures Must Be Defeated Nationwide

With more than half the states considering some type of legislation that could limit the ability of working people to participate in politics or government affairs, the executive board of the AFL-CIO Maritime Trades Department (MTD) called on its 32-member unions, through a resolution, to "stand shoulder-to-shoulder with our brothers and sisters in the labor movement in fighting all attempts by business groups to put a muzzle on the legitimate voice of American workers."

MTD President Michael Sacco noted the seriousness of this issue when he devoted most of his opening remarks at the MTD's winter executive board meeting to the campaign being waged in Washington, D.C. and in various state capitals around the country to defeat measures that would place limits or restrictions on how union money could be used in the political process.

"It boils down to this: Anti-worker corporations, businesses and lobbyists have launched a vicious nationwide effort to silence the voice of unions in the political process," Sacco stated at the start of the two-day meeting in Las Vegas.

"When you cut through all the tricky titles and look at the facts, you're left with Big Business trying to put a muzzle on rank-and-file workers who are speaking up through their unions. These anti-union extremists want to gag the voice of working people, including those right here in Nevada and next door in California," he added, mentioning two of the 29 states where legislation has been filed or where ballot initiatives are being sought.

By the end of March, forces friendly to working people had

defeated anti-union measures in Colorado, Georgia, Hawaii, Kansas, Maryland, Mississippi, New Mexico, South Dakota, Utah, Vermont, Washington and West Virginia.

Focus on California

However, as several speakers noted during the board meeting, the prime battleground is California, where a statewide ballot initiative (Proposition 226) will be voted upon June 2.

Attacking the 'innocent' sounding name of Proposition 226 (the Paycheck Protection Act), House Minority Leader Richard Gephardt (D-Mo.) mockingly asked, "Who's not for protecting paychecks?"

"But, if you read the fine print, you find out this is clearly designed by the other side to take you out of the process," stated the highest ranking Democrat in the U.S. House of Representatives.

"This is a fight about who gets the money—a political fight. If the other side can take the voice of working people out of the political process, then they will run it lock, stock and barrel," Gephardt declared.

Seek to Cripple Unions

AFL-CIO President John Sweeney said the filing of these measures was the way the anti-union corporations and lobbyists "thanked" working people for fighting to increase the national minimum wage and to defeat bills that would have allowed phony company unions to be recognized and permit fast-track trade negotiations without including provisions for workers and the environment.

Sweeney noted the real focus of the many measures—no matter if they are called 'paycheck pro-



tection,' 'campaign finance reform' or 'choice for union members'—is "to single out the unions and cripple our legitimate right to use union dues money for legislative and political action."

The head of the national federation of trade unions went on to say, "For maritime unions, these proposals would deny us the clout we need to defend everything we

cherish from the Jones Act to OSHA (the Occupational Health and Safety Administration), Medicare, Social Security and the list is long. They certainly would dilute our ability to muster votes for issues."

Adding to Sweeney's remarks was Gerald Shea, who serves as the assistant to the AFL-CIO president for government affairs.

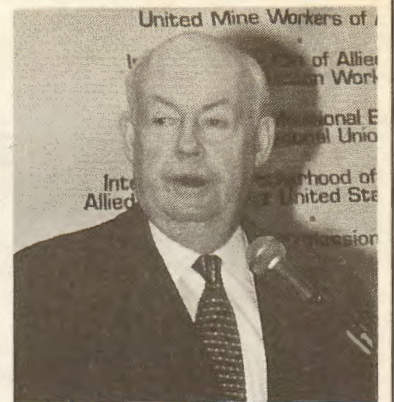
"This is a dishonest proposal. It doesn't protect people's paychecks. It eliminates the only organization that consistently and with a loud, steady voice speaks for working families."

"Only unions have the resources to do it on a consistent and persistent basis. And this would take our organizational ability to do that out," Shea stated.

Workers 'Underestimated'

U.S. Senator Robert Torricelli (D-N.J.) urged the MTD executive board members to battle against these measures just as their predecessors had fought for workers' rights.

He pointed out the voice of working people is needed to set the national priority of rebuilding America's infrastructure, such as



ports, roads, bridges and schools.

Noting some early polls showing the anti-union measures are ahead in some states, Torricelli stated, "Working people have been underestimated so very many times. This country is ours."

Former Indiana Governor Evan Bayh called on the executive board to rally its members into the 1998 political process.

Bayh, who sailed with the SIU in 1976 aboard the *Sea-Land Resource*, reminded the audience that those proposing the legislation "want to roll back the clock on the rights of working men and women across the United States. That's one of the reasons this election is so vitally important because if we lose this one, our ability to fight for those things that we believe in for the men and women who count on us to represent them would be hamstrung for years and years to come."

Utility Deregulation Needs to Include Concerns of Workers and Consumers

The AFL-CIO Maritime Trades Department (MTD) executive board called on state and federal legislators to carefully consider the consequences on workers as well as consumers when drafting and adopting measures to deregulate the utilities industries.

The board, meeting March 16 and 17 in Las Vegas for its winter session, heard from James L. Dushaw, who serves as utility department director for the International Brotherhood of Electrical Workers (IBEW), one of 32 unions within the MTD. Following his remarks, the board adopted a resolution urging trade unionists and utility consumers to be aware of what governmental bodies are considering for the industry and to defeat measures that will harm workers and consumers.

Dushaw pointed out that since Congress allowed the states to look into deregulating the electric power industry in 1992, "industry has downsized to this date about 25 percent of the people involved in electricity operations." If this trend continues, he said, consumers cannot expect the same high-quality service they have been used to receiving.

The IBEW official stated the issue of utility deregulation is "an extremely complex subject." While all the details have not been worked out, he noted the utility industry is going to change.

In the states where deregulation is taking place, Dushaw said energy companies are displaying their own studies that show it will save consumers money. However,



he referred to an independent study—conducted by the Research Data Institute of Denver, which deals strictly with statistical information on utility and power supplies—that concluded prices for consumers will increase an average of 3 to 5 percent within five years of deregulation's implementation. (To date, that is the lone independent study on this issue.)

Dushaw declared the campaign being waged to convince those who use electricity to support deregulation because of its supposed cost savings will be "one of the biggest scams perpetrated on the American consumers and we need to do something about it."

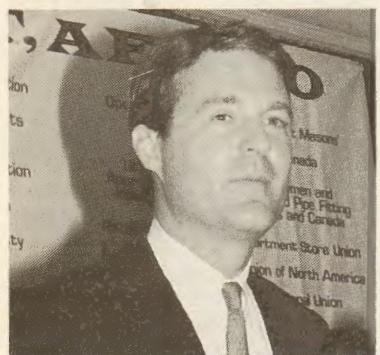
He thanked the MTD for already being involved in the Alliance to Protect Electricity

Consumers—a national coalition of industry, labor and consumer organizations to ensure the positive resolution of consumer issues related to electric industry deregulation.

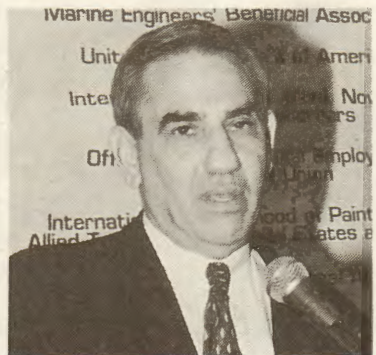
In its resolution, the MTD executive board stated "any changes must be made slowly and with due consideration to safety, reliability, universal access and adequate staffing."

The resolution further noted, "The preponderance of initiatives on the state and federal levels are being driven by greedy, self-serving interests. When primary investment considerations become profit driven, safety and reliability are bound to suffer."

In closing his remarks, Dushaw added, "Reliability could be jeopardized without a well-trained and rewarded workforce."



Former Indiana Gov. Evan Bayh calls on union members to remain very involved in the upcoming elections.



Robert Georgine, president of the AFL-CIO Building and Construction Trades Department, speaks out against anti-worker measures.



MTD President Michael Sacco (left) and House Democratic Leader Richard Gephardt confer before the congressman urged the MTD executive board to defeat anti-worker campaign spending proposals.

MarAd, Shipping, Elected Officials Pledge To Continue Fight for Strong U.S. Fleet

The head of the U.S. Maritime Administration, the president of BP Oil Shipping Co., USA and the chairman of the House Resources Committee were among those who addressed the AFL-CIO Maritime Trades Department (MTD) executive board's winter meeting last month, pledging to continue the fight for a strong U.S.-flag merchant marine.

While presenting different maritime concerns to the board, which is composed of officials from the MTD's 32 member trade unions (including the SIU) representing approximately 8 million workers, John Graykowski, Steve Marshall and Don Young (R-Alaska) all said work must continue to keep the U.S.-flag commercial fleet strong and viable into the next century.

"There are a lot of people out there who believe as I do in the value of this industry and what we mean to the country," Graykowski, the acting Maritime Administrator, told the board.

He blasted those who would "replace U.S. taxpaying-citizen jobs—skilled labor folks who have built their entire lives, and spent many generations in some

cases, building businesses—with foreign crews and foreign companies competing on a totally different scale, subsidized by God knows how many tax breaks and labor breaks and every other break you can get.

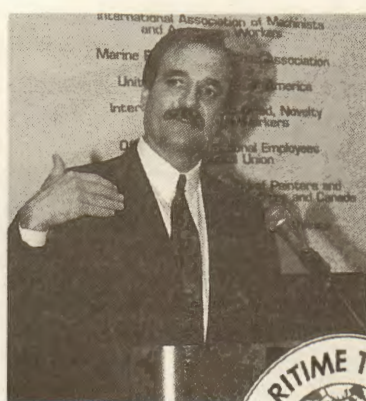
"They are gambling with the future and security of this country," Graykowski added.

He charged the executive board to work with the Maritime Administration to carry the message to the country that the U.S.-flag fleet is strong, vital and needed so that new maritime policies that will help the fleet can be proposed and enacted.

Like Graykowski, BP's Marshall also spoke of a partnership that is helping the U.S.-flag fleet.

He told the board how his company worked with the SIU and union-contracted Maritime Overseas Corporation to obtain passage of legislation allowing the export of Alaskan crude oil aboard U.S.-flag tankers, which brought back to life tankers that had been tied up.

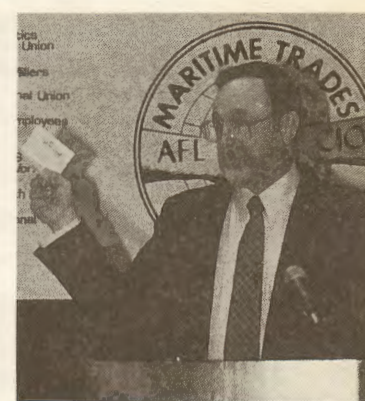
"We haven't stopped there," Marshall noted. "We've built on that success and today our partnership with the Seafarers is



The enemies of the U.S. merchant fleet "are gambling with the future and security of this country," Maritime Administrator John Graykowski tells the MTD board.



Steve Marshall, president of BP Oil Shipping Co., USA, praises the ability of the maritime businesses and labor to work together for the benefit of the industry.



While showing the audience his speech will be short, Rep. Don Young's address was long on the value and need for a strong U.S.-flag fleet.

stronger than ever. To me, this is a very positive commentary on how far we've progressed together."

In his remarks, Representative Young addressed how the maritime industry has moved forward by working with others to not only secure the Alaskan oil bill but also preserve the Jones Act and pass the Maritime Security Program.

He asked the audience to imagine what would happen if the nation's cabotage laws were

repealed and "a bunch of rust-buckets from China or Panamanian area" sailed into Alaska's waters and lost their cargo. "Who would they respond to?" the congressman queried.

Young said the citizens of Alaska have benefited from maritime laws like the Jones Act, which ensures "having American-made ships, built by American people, with American crews sailing aboard those ships."

The only licensed merchant

mariner serving in Congress then noted the commercial fleet is an important part of America's infrastructure which needs to be rebuilt along with the ports, roads, bridges, schools and other facilities.

"America was made great by the working sweat and blood of the men and women of this country. That's where our strength comes from. We must go forward in this society, not backwards," Young said.

International Unity Brings Successes In ITF's Runaway-Flag Campaign

While the battle to expose and eliminate runaway-flag shipping has been waged for 50 years, the general secretary of the International Transport Workers' Federation (ITF) told the AFL-CIO Maritime Trades Department executive board during its winter meeting last month that some victories are being scored.

David Cockroft, who heads the London-based organization which consists of more than 470 transportation-related unions (including the SIU) from approximately 120 countries, noted these triumphs against shippers from one nation who fly the flag of a non-traditional maritime country and use crew members from still other lands in order to avoid the tax, labor and safety laws of their home nation, could not have been obtained without international solidarity.

"Runaway-flag shipping was the world's first global industry," stated Cockroft. "We are trying to

spread now the knowledge and experience that we've worked for 50 years of dealing with global employees in a global industry where a stroke of the pen can change the nationality of a ship and can change the nationality of a crew."

He reminded the board of statements that the ITF campaign against runaway flags would be a waste of time.

"In the last five years, we have moved from under 2,000 ships under ITF-approved collective agreements to over 5,000 ships. Even when we were told we couldn't do anything about raising the level of ITF minimum wages, we've gone from \$1,000 a month for able seamen as the minimal benchmark for a seaman worldwide to \$1,200 and in [the next] two years' time \$1,400."

During this same period, the ITF has shown its resolve to aid the world's mariners by more than doubling the number of

inspectors worldwide, including new ones in Russian and Romanian ports, to more than 100.

"There are no safe ports for runaway, flag-of-convenience operators today. We have an effective network of inspectors doing their jobs," Cockroft announced.

Through international solidarity, the ITF general secretary stated, the organization is launching a campaign to ensure the safety of mariners at sea.

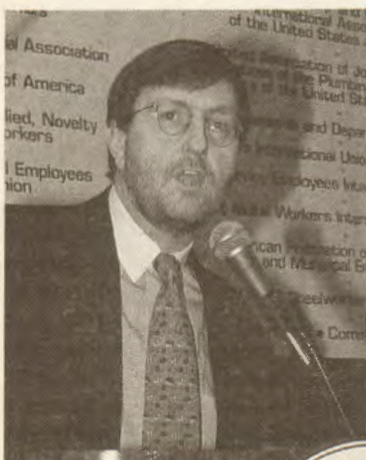
"We are determined to show that when a ship sinks and people don't know why, the governments are prepared to put as much effort and as much money into finding out the causes of these accidents as they're prepared to put into it when an aircraft crashes. Because seafarers are people, too, and they deserve the same kind of treatment as airline passengers."

During his remarks on unions from around the world working together, Cockroft noted Thomas Tay, the general secretary of the Singapore Maritime Officers' Union, was sitting in the audience. Tay, a member of the ITF's executive board, was invited to attend the MTD executive board meeting by its president, Michael Sacco.

Following Cockroft, Tay spoke to the board, praising the members as "fighters for a good cause; fighters to embrace the workers' social and economic status and the welfare of the workers and their families.

"I must admire your leadership," Tay noted.

"Your unity gives you strength. I am confident what you're fighting for will be successful because of your unity."



ITF General Secretary David Cockroft urges the MTD executive board to continue its international solidarity to improve the lives of all mariners worldwide.



Bringing greetings from the Singapore Maritime Officers' Union is its general secretary, Thomas Tay.



The urgency for dredging can be found in all major U.S. ports, according to Sen. Robert Torricelli (D-N.J.).



MTD Vice President William Zenga reports dredging will begin soon in the port of New York and New Jersey.

Zenga Tells MTD Board Maritime Needs Dredging

The need to rebuild the nation's infrastructure was a theme presented by several speakers before the AFL-CIO Maritime Trades Department executive board during its winter meeting last month in Las Vegas.

But it was the MTD's vice president who reminded the board of one particular need upon which all of maritime depends.

William Zenga, who also serves as the business manager for Local 25 Marine Division of the International Union of Operating Engineers, recalled his more than five decades of work to promote the importance of dredging America's ports, which will allow the free movement of ever-larger cargo ships.

"We are starting to see a light at the end of the tunnel," Zenga informed the board. "There are new proposals for dredging and new technologies that are changing the nature of the dredging industry."

Zenga updated the board on the agreement approved earlier this year to begin dredging the New York-New Jersey harbor. That program (see March 1998 *Seafarers LOG*, page 5) followed many years of work involving maritime labor, the shipping industries, the port authority and governors of the two states and eventually Vice President Al Gore. Work could begin as soon as this fall.

The impact of dredging also was brought forward by Senator Robert Torricelli (D-N.J.) during his remarks on America's infrastructure needs.

He pointed out that "great ships coming into the port of New York offload their cargo onto barges because we didn't dredge it for a decade. We haven't done what our parents did in keeping the country modern and efficient."

Torricelli said dredging is needed in all the major ports around the country in order to allow them to participate in international trade.

Paul Hall Center and AB Course Commended by Lakes Seafarers

Describing the experience as challenging but worthwhile, nine members of the SIU's Great Lakes division last month completed a special AB course at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

The course is tailored to suit the work schedules of Great Lakes Seafarers, who typically have a fairly brief time off between sailing seasons. It compresses all the studies from the school's regular six-week AB

course into three weeks.

Meeting the challenge of that full schedule were **Richard DeWitte, Paul Eich, Donald Gimpel, Daniel Grant, Gregory Kennedy, Matthew McNally, Mark Nicholson, Donald Olson and Scott VanEnkevort.**

"The union has gone out of its way to accommodate Great Lakes members with this class," stated DeWitte, who sails with Medusa Cement Co. "It's intense and there are many details, but it's geared for us because of our short

winter season. If we had to take the [longer version of the] class, it would leave very little time for us to spend with family.

"I think this school is the greatest educational opportunity in our industry. It's a first-rate facility and I look forward to coming back next year," he added.

While DeWitte previously had upgraded at Piney Point—he completed the welding course in 1997—this marked the first time Grant attended the school.

"The facility is more modern than I expected. It's like a college campus. I'm impressed with it," said Grant, who sails with American Steamship Co.

Like his classmates, Grant said the three-week course "is great for guys on the Lakes, but you really have to be ready for it. The school sent water-survival manu-

guys in the class and learning how they do things on the job. We have people here from different areas and different companies, so it's been educational to talk with them."

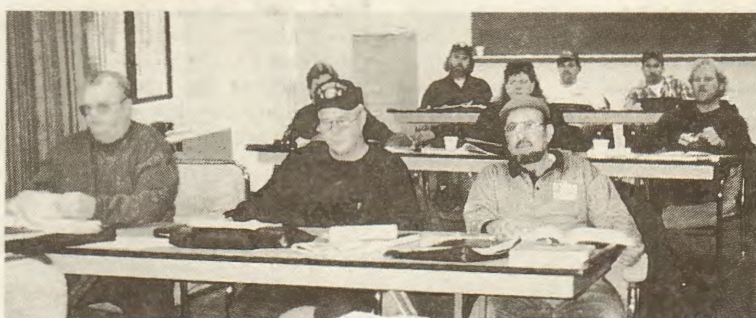
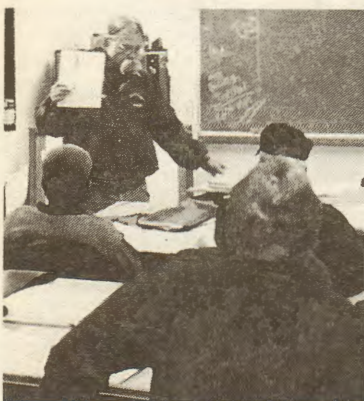
VanEnkevort, who sails with Upper Lakes Barge Lines, expressed surprise upon reviewing samples of maritime regulations in the *Federal Register* along with the corresponding changes in the Code of Federal Regulations. He said the massiveness of the rules governing the industry heightens the need for Seafarers to upgrade their skills.

"You learn a lot here at the school," VanEnkevort continued. "Everything I've learned here will be helpful when I get back to work."

As in the six-week class, the three-week AB course covers deck seamanship, rules of the road, marlinespike seamanship, helmsmanship, cargo handling, safety, firefighting, emergency procedures, first aid, anchoring and mooring, and aids to navigation.

"This school is the greatest educational opportunity in our industry."

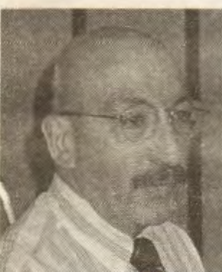
— AB Richard DeWitte



Students in the three-week AB class join instructor Casey Taylor (left photo, standing) in examining how maritime regulations are proposed and published by the federal government.

'Chemical Warfare' in Galley

Procedures Presented to Promote Primary Shipboard Goal: Safety



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

mon. Copper poisoning from corroded copper pipes on soft drink dispensers and improper storage of chemicals that have contacted with dry goods are frequent culprits in incidences of food-borne contamination.

The following are procedures that are guidelines for safe chemical use:

- Store all chemicals in a separate locker with a current list. Make sure that the locker is separate from all food production areas.
- Insure that you have a Material Safety Data Sheet (MSDS) for each chemical used. This must be kept on file where all crewmembers have access.
- Train all galley personnel in proper use of each chemical, and be aware of the precautions listed on each product. For instance, some chemicals specifically list items like "do not mix with any other chemical."
- Make sure that protective equipment is used. Gloves, goggles and wiping rags should be available. Proper disposal of the soiled rags is important. Along those lines, some chemicals are highly flammable, and placing them in dryers could result in shipboard fires.
- Prevent possible chemical contamination by proper hand-washing after using chemicals or paints. Crew members should be alerted to possible contamination if they do not wash hands prior to entering the galley. Most food-borne contamination occurs due to improper personal sanitation. Hand-washing is essential.

Newspapers and television programs regularly expose the dangers associated with chemical and biological warfare. These hazards received particular attention earlier this year, when the threat of armed conflict with Iraq seemed nearly certain.

However, Seafarers should be aware that the threat of chemical poisoning is not only from an adversarial nation or some terrorist organization, but also is present in the chemicals we use each day aboard ship and at home.

Cleaning solutions, polishes, detergents and all types of chemicals used in the galley and elsewhere on vessels are extremely poisonous and never should come in contact with food. Serious illness can be the result of accidental poisoning from foods contaminated with paint remover, oven cleaners and other chemicals used in the galley. In fact, the Center for Disease Control reports that thousands of people annually are poisoned from food contaminated by common chemicals.

Lead poisoning from water pipes that are corroded and contact with lead-based paints are com-

On-Site Class for Crowley Boatmen Marks Continuation of Joint Efforts



Observing an exercise that involves use of splints and slings are SIU boatmen who took part in on-site training conducted last month at the union's Jacksonville, Fla. hall. Among those pictured are Joe Meuser, Chester Stephens, Willie Pettway, Steve Williams, Dominic LaSenna, Jerry Smith, John Gates, Michael Sanchez, Darrel Koonce, Phil Robinson, Don Smith and James Jackson.

(Editor's note: Casey Taylor, instructor at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., wrote the following article and taught the on-site course described herein.)

Last month, the Paul Hall Center's Lundeborg School hit the road for the fifth straight year, delivering environmental health and safety training in Jacksonville, Fla. for Seafarers who sail aboard Crowley Marine Services tugboats.

Eighteen SIU boatmen participated in the four-day session, which covered hazardous-materials training, use of protective gear, first aid, emergency response plans and decontamination, general safety topics, government regulations applying to hazardous-materials handling, and more. The course took place at the SIU's Jacksonville hall.

Completing the course were Seafarers **John O'Neal, Philip Robinson, Chester Stephens, William Meuser, Michael Sanchez, Raymond Zacke, Walter Hansen, Donald Smith, Dominic LaSenna, Steven Williams, John Gates, Darrel Koonce, James Jackson, Willie Pettway, Jerry Smith, Eddie Williams, Doug Craft and Elijah Seals.**

Additional courses for Crowley Seafarers are scheduled for June 8-11, August 17-20 and November 9-12 at the Jacksonville hall.

Last month's training was a continuation of a joint venture with SOS International of Sherman Oaks, Calif., a Crowley training provider and database maintainer. The first shared training effort between the Lundeborg School and SOS supported cleanup efforts following the *Morris Berman* spill in San Juan, Puerto Rico in 1994.

In the aftermath of the *Berman* spill, more than 300 SIU members were trained in hazardous waste response (hazwoper) and spill response. Manuals were translated into Spanish, and bilingual classes were conducted.

Crowley played a pivotal role as an oil spill response contractor in this major cleanup. The cooperative effort between the school, Crowley and SOS has continued with training in Jacksonville and San Juan.

Additionally, the SIU and SOS are electronically formatting and transferring Crowley Seafarers' training records for the union's training record book (TRB). Crowley is the first SIU-contracted company to develop these formats and transfers, which are important to the quality control of documents under new international regulations such as the International Safety Management Code, ISO 9000 and the AWO Responsible Carriers Program.

Mike Godbey, manager of training for Crowley, pointed out that the next step in the process involves verification of data. "Each CMS marine employee will receive a copy of their training history to review and update as the first step toward issuing the TRBs," he noted.

Upgrader Muthana Serves With a Smile

The certified chief cook curriculum apparently agrees with Seafarer Billy Ahmed Muthana, who is all smiles while recently upgrading at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Here, Brother Muthana serves prime rib in the center's main dining room.



NTSB's Hall Outlines Various Factors Leading to Accidents

Cites Bright Field as Recent Example Reflecting Several Problems

The head of the independent federal agency that investigates major transportation accidents, such as the December 1996 *Bright Field* incident in New Orleans, told a Washington, D.C. audience that the cause of most accidents can be traced to one of several factors, or a combination of them.

Speaking before the Washington, D.C. Propeller Club on March 11, James E. Hall, chairman of the National Transportation Safety Board (NTSB), said his agency has discovered five basic reasons for a transportation mishap at sea, in the air or on land.

"First is the belief that the absence of accidents is indicative of the presence of safety," stated Hall, who added this simply is not the case when a solid safety plan is not in place.

The next item he listed is the belief that technology is infallible. He noted there must be an appreciation of the human role in a highly technical system.

Another reason for problems Hall said his staff has discovered is "the lack of avenues for divergent opinions." He pointed out companies' representatives and employees must be able to communicate and express their point of view to ensure a safe work site.

A fourth factor is "the arro-

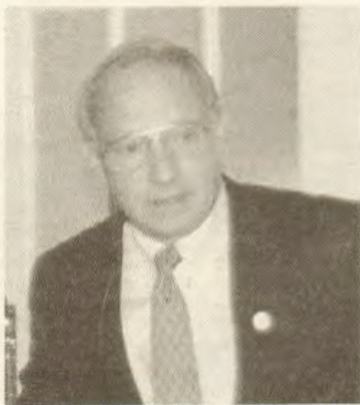
gance, many times, of management that believes in its inherent superiority to government regulations and sound operating practices." Hall noted such regulations are in place for a reason, generally because of past accidents, and they are designed to keep them from happening again.

Finally, he listed the practice in some businesses of letting safety suffer for revenue's sake.

The NTSB chairman told the gathering of maritime industry officials, labor representatives and government personnel that the investigation into the *Bright Field* accident revealed many of the above factors as being present before the Liberian-flag, Chinese-crewed bulker lost power going down river and slammed into a New Orleans riverfront shopping complex. (The February 1998 issue of the *Seafarers LOG* published a story of the NTSB and Coast Guard investigative reports.)

"The severity of the accident was a result of a combination of failures, none of which should have been a surprise," Hall said.

Included in the NTSB report as reasons for the incident were the failure of the ship's main engine and automation system, the lack of a port risk assessment within the port of New Orleans, the neglect of the pilot and crew



James E. Hall, chairman of the National Transportation Safety Board, explains to the Washington, D.C. Propeller Club how most accidents can be traced to one or more of several factors.

to communicate during the emergency, and lack of emergency preparedness and evacuation plans for passengers aboard a nearby docked passenger casino vessel.

Hall stated it is the intention of the NTSB not to point the finger of blame in its reports, but to find ways to keep a similar accident from happening again.

"The board is the eyes and ears of the American people at major transportation accidents. It has played a major part in the development of the safest transportation system in the world," the chairman declared.



Pictured here at the opening of his poster exhibit in 1995 in Piney Point, Md., Rendich Meola sailed as a member of the Seafarers during World War II.

Former Seafarer Meola Passes Away at Age 82

Rendich Meola, the former Seafarer who donated his collection of World War II merchant marine posters to the Paul Hall Memorial Library, passed away February 22 in his native Middletown, N.Y. He was 82.

Meola sailed as a deck engineer with the SIU for three years during the war. He later went ashore and enjoyed a long, successful career in real estate. In fact, Meola worked until shortly before his passing.

He began collecting war-era merchant marine posters in 1988, the year civilian mariners who sailed in World War II finally received veterans' status. Openly fervent about the posters, Meola in July 1995 donated 25 of them to the library in Piney Point, Md. A well-attended ceremony marked the exhibit's opening, with then-U.S. Maritime Administrator Al Herberger the featured speaker.

A champion amateur tennis player, Meola later donated six other posters to the display. One month before he died, Meola contacted the SIU and told the union he had secured three more posters that were to complete the exhibit.

Those posters will be added to the collection in the near future. The rest of the array currently is undergoing refurbishment that includes new frames, and is expected to be hung sometime this spring.

Overall, the collection is believed to be the largest of its kind. Poster art was a popular means of communication in America during World War II, but only a tiny percentage of those produced by the Allies pertained to the merchant marine.

During a visit to the library in fall 1996, Meola underscored his hope that students attending the Paul Hall Center for Maritime Training and Education would examine the poster collection, which includes explanatory text.

"World War II is a major part of the history of the U.S. merchant marine. If a person is joining this industry, he or she should know about the heritage, those who went before them," he explained. "I also believe the posters serve to remind today's Seafarers that they may be called on in similar fashion."

Survivors include Meola's wife, Jeanette; his daughter and son-in-law, and two grandsons.

Staying Informed Aboard HMI Astrachem

According to ship's minutes and patrolmen's reports, smooth sailing has been the norm aboard the *HMI Astrachem*, where crew members stay abreast of the latest news affecting their livelihoods. During shipboard meetings earlier this year, Seafarers on the *Astrachem* discussed upgrading at the Paul Hall Center's Lundberg School, making certain their z-cards are renewed, keeping their training record books up-to-date, understanding new international maritime regulations and more. Pictured here during a call in Mobile, Ala. are Chief Cook Luis Caballero (below left) and (in photo at right)

OMU Kevin Samuels (left) and SA Kenneth Seals.



ITF Continues Fight Against Runaway-Flag Shipping

Continued from page 2

Cockroft also stated that although there are many facets of the ITF's campaign against runaway flags, the immediate goal boils down to "trying to raise the level of conditions in the industry. We believe seafarers deserve a good deal. We don't believe that shipowners should have the freedom to shop around the world, finding the cheapest labor they can possibly find, bringing it on board the ship, using it for a few months and then throwing it away when another nationality comes on the market that looks a little cheaper."

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

San Francisco Labor Leader Jimmy Herman Dies at 73

A member of the San Francisco Port Commission and a former president of the International Longshoremen's and Warehousemen's Union (ILWU), Jimmy Herman died March 21 in San Francisco following a heart attack. He was 73.

Protecting the rights of maritime workers was a driving force in Herman's life. Having dropped out of grammar school in his native Newark, N.J., he joined the merchant marine at 15 (lying about his age) and continued sailing through World War II.

He then headed several local unions before succeeding Harry Bridges at the helm of the ILWU in 1977.

In 1983, Sen. Dianne Feinstein (D-Calif), who was mayor of San Francisco at the time, appointed him to the Port Commission, a position he held through 1994. He was later reappointed under Mayor Willie Brown in 1996.

Following his retirement from the ILWU in 1991, Her-

man continued to work on behalf of the maritime industry. He was always on the lookout for ways to keep ports competitive and preserve maritime jobs in the Bay area. One of his most recent accomplishments was helping spur the port of Oakland to dredge deeper into the Bay, thus allowing larger ships with heavier cargo to enter the port rather than load and unload elsewhere.

Known for his terrific sense of humor and great oratorical style, Herman devoted both in his fight for the rights of men and women.

Brian McWilliams, ILWU's current president, noted that Herman had carried on the union's long battle for social justice. "He had energy and strength and kept people focusing on issues of workers' rights and civil rights."

Herman, who had lived in San Francisco since 1947, is survived by two brothers, Rodman C. Herman and Milton M. Herman Jr., both from Irvington, N.J.

Local AAA Magazine Promotes Cruising Aboard Independence

Anyone who has had the opportunity to visit the 50th state knows how incredibly beautiful the Hawaiian Islands are. From lush vegetation, an erupting volcano and sandy beaches to misting waterfalls, majestic mountains and crystal clear blue waters, Hawaii has just about everything a vacationer could want.

And the best way to take in all

that the Aloha State has to offer, according to an article by Jill M. Landsman in the March/April 1998 issue of *Car & Travel*, the official publication of the American Automobile Association's (AAA) Potomac region, is by boarding the SIU-crewed *S.S. Independence* for a week-long island cruise.

The *Indy*, as the American Hawaii Cruises' vessel is affec-

tionately called, is the only U.S.-flag cruise vessel presently in operation.

The chief advantage to seeing the Hawaiian Islands by ship, according to the article, is that the passenger needs to unpack just once.

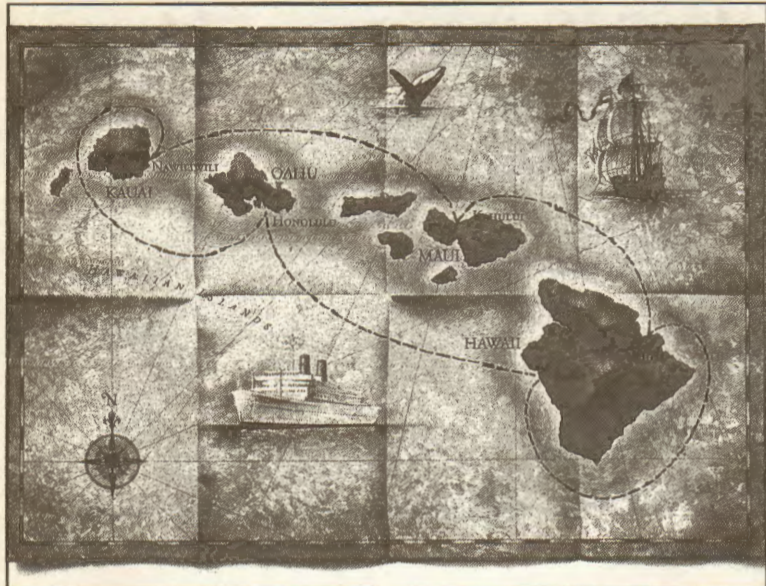
Touring the islands by ship (more than 785 nautical miles on the Pacific Ocean) also maximizes what the visitor can see in just one week.

"We offer one of the most unique sailing experiences available in Hawaii, a geologically and geographically beautiful place," states Linda Paavola, guest relations manager at American Hawaii Cruises. "When the week has passed, [our guests] do not want to go home."

The article describes the many things to do while cruising aboard the 682-foot *Independence*. There is a little something for everyone. Each time the vessel docks in port, shore excursions are available—the *USS Arizona* memorial at Pearl Harbor, kayaking in Kauai and bicycling down Maui's Haleakala Crater, just to name a few. Or vacationers may choose to relax and soak up the sun on the ship's pool deck or take class-



Crewed in all departments by members of the SIU, the *S.S. Independence*, shown above in Kahului, Maui, sails 785 nautical miles on its week-long cruise around the Hawaiian Islands.



The American Hawaii Cruises' *S.S. Independence* sails on week-long voyages to five ports of call on four of the Hawaiian Islands.

es in such things as lei-making, ukelele playing or hula dancing.

Food choices also are bountiful, and vacationers "may indulge at all-you-can-eat buffets for breakfast or lunch and again at semi-formal dinner seatings."

"Memories of Hawaii's captivating islands will anchor in your

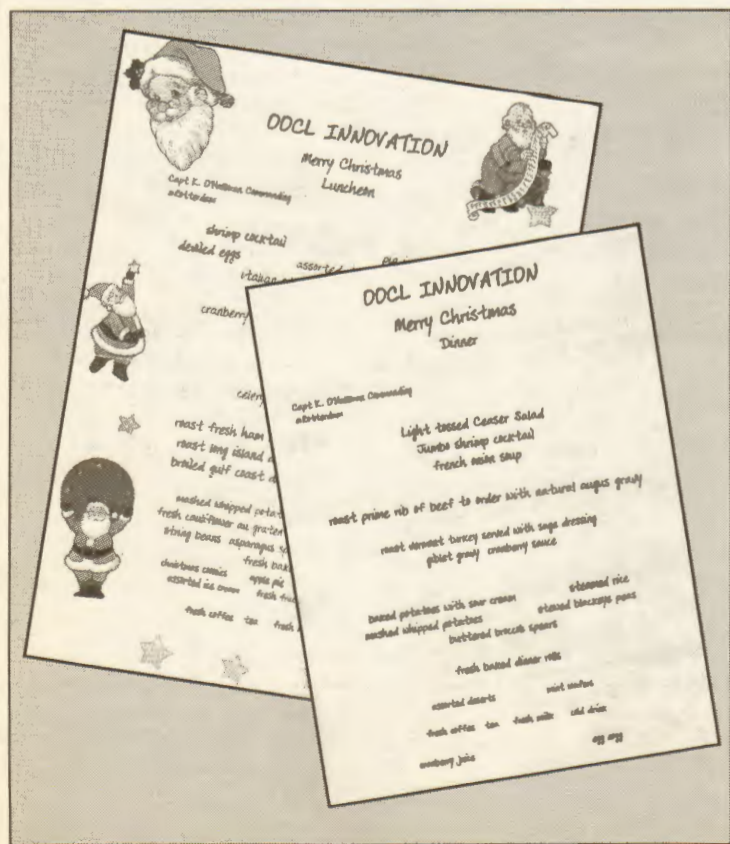
heart, leaving you wanting more," the article concludes.

One thing the article does not mention, however—something Seafarers already know—is that the ship is in the best hands possible—those of the professional and highly trained members of the SIU.

Eighth Christmas at Sea



From Edward P. Dunn, chief steward aboard the *OOCL Innovation*, come these festive Christmas Day menus (below). Above are his fellow galley gang members, who helped make the day a memorable one for all those aboard the vessel during the holiday, spent in the port of Rotterdam, Holland. From the left are Chief Cook Domingo Decosta, Dunn and Steward Assistant German Solar. This past Christmas was the eighth one at sea in a row for Dunn.



Merchant Marine Veteran Writes Book Chronicling World War II Adventures

"Each of us oldtimers has a favorite story . . . or seven . . . about our sailing adventures in the merchant marine during the war years," wrote 79-year-old Pete Peterson to the *Seafarers LOG*, "and we've probably all said that we'll write it up. But we never do."

Peterson bucks that trend in a new 280-page book called "*They Couldn't Have Won the War Without Us*," featuring stories told by merchant mariners who sailed the ships during World War II.

Peterson was in college when WWII broke out, and he joined the merchant marine, first sailing as an OS and then as an AB. He later went to an officers' training school in New London, Ct. and continued sailing, this time as a second and third mate.

"*They Couldn't Have Won the War Without Us*" features the stories of 20 members of the Midwest Chapter of the American Merchant Marine Veterans (19 former merchant seamen and one Naval Armed Guard sailor). Peterson spent hours with each of his fellow members, taking down oral accounts of their adventures aboard ship and ashore.

They sailed from Atlantic, Pacific and Gulf Coast ports as wipers, chief engineers, messmen and captains. Even a King's Point deck cadet was included. Their experiences included all theaters of the war as

well as the Murmansk run, Normandy invasion and voyages to China, India and Australia. More than a few were torpedoed, and two of the storytellers were drafted after the war.

"It's a book that's long overdue," Peterson notes, "because it tells about the war from the individual seaman's point of view. It's a story that really needed to be told."

One chapter in the book explains what the merchant marine is, why these men joined the merchant marine and what the various jobs are aboard a merchant ship.

Peterson hopes that others who sailed during the war will compare their experiences with those of the men chronicled in the book. Perhaps some SIU members might have traveled in one of these men's convoys and visited the same ports and had the same scares during U-boat or plane attacks. Some of the former mariners may have been shipmates of SIU members.

"*They Couldn't Have Won the War Without Us*" is published by Lead Mine Press and may be ordered directly from the publisher for \$14.95 plus \$1.50 shipping and handling. For a copy, write to Pete Peterson, Lead Mine Press, 809 Spring Street, Galena, IL 61036; or telephone/fax (815) 777-4243.

Harriette Delivers Farm Belt Corn to Far East



With Pusan, South Korea in background, Recertified Bosun Cesar Gutierrez (photo below) helps ready the *Overseas Harriette* for its return trip to the United States. Also eager to kick off the voyage stateside (left photo, pictured from left) are AB Fred Santorelli, Recertified Bosun Clyde Smith and AB Don Martin. The ship had delivered a load of corn in Korea.



1998 State Primary Dates And Voter Registration Deadlines

General Election: Tuesday, November 3 Make Your Voice Heard: VOTE!

One of the most precious rights we, as Americans, have is the right to vote. And our votes determine who our lawmakers will be.

This November 3 is a general election in which the American people will elect all of the members of the House of Representatives and one-third of the Senate. Also scheduled on the same dates in many states will be elections for governors and legislatures.

In order to vote, however, you must be registered. The chart below lists the dates of the primaries in each state as well as the deadlines for registration for both the primaries and the general election.

State	Primary Date	Primary Registration Deadline	General Registration Deadline
ALABAMA	June 2	May 22	October 23
ALASKA	August 25	July 26	October 4
ARIZONA	September 8	August 10	October 5
ARKANSAS	May 19	April 20	October 5
CALIFORNIA	June 2	May 4	October 5
COLORADO	August 11	July 13	October 5
CONNECTICUT	September 15	September 10	October 20
DELAWARE	September 12	August 22	October 13
DISTRICT OF COLUMBIA	September 15	August 17 (tentative deadlines)	October 5
FLORIDA	September 1	August 3	October 5
GEORGIA	July 21	June 22	October 5
HAWAII	September 19	August 20	October 5
IDAHO	May 26	May 1 (also at polls with ID)	October 9
ILLINOIS	March 17	February 17	October 6
INDIANA	May 5	April 6	October 5
IOWA	June 2	May 23	October 24
KANSAS	August 4	July 20	October 19
KENTUCKY	May 26	April 27	October 5
LOUISIANA	October 3	September 8	October 9
MAINE	June 9	Election Day registration permitted	
MARYLAND	September 15	August 17	October 5
MASSACHUSETTS	September 15	August 26	October 5
MICHIGAN	August 4	July 6	October 5
MINNESOTA	September 15	August 25	October 13
MISSISSIPPI	June 2	May 2	September 30
MISSOURI	August 4	July 8	October 7
MONTANA	June 2	May 4	October 5
NEBRASKA	May 12	May 1	October 23
NEVADA	September 1	August 1	October 3
NEW HAMPSHIRE	September 8	August 29 (also at polls)	October 24
NEW JERSEY	June 2	May 4	October 5
NEW MEXICO	June 2	May 5	October 6
NEW YORK	September 15	August 21 (tentative deadlines)	October 9
NORTH CAROLINA	May 5	April 10	October 9
NORTH DAKOTA	June 9	No registration required	
OHIO	May 5	April 6	October 5
OKLAHOMA	August 25	July 31	October 9
OREGON	May 19	April 28	October 13
PENNSYLVANIA	May 19	April 20	October 5
RHODE ISLAND	September 15	August 15	October 3
SOUTH CAROLINA	June 9	May 11	October 5
SOUTH DAKOTA	June 2	May 18	October 19
TENNESSEE	August 6	July 7	October 2
TEXAS	March 10	February 8	October 5
UTAH	June 23	June 3	October 14
VERMONT	September 8	August 29	October 24
VIRGINIA	June 9	May 11	October 5
WASHINGTON	September 15	August 29	October 20
WEST VIRGINIA	May 12	April 13	October 5
WISCONSIN	September 8	Election Day registration permitted	
WYOMING	August 18	July 17 (also at polls)	October 2

Please note that while local election officials have confirmed the above deadlines, some states and counties set different dates for mail-in and walk-in voter registration deadlines. Additionally, some offer weekend and other registration opportunities. You may wish to check with your local voter registration office.

SOURCE: International Labor Communications Association

Tug Crew Credited for Aiding Shipmate

Safety Training Helped Save Injured Deckhand's Life

Five SIU boatmen recently were honored by the Long Beach, Calif. Fire Department for their roles in rescuing a fellow Seafarer.

Captain Jimmy McNutt, Mate Gary Smith, Second Mate Ed Brooks, Deck Utility Milo Banicebic and Engine Utility Dave Walblon received certificates of recognition for aiding Deckhand Tony Amalfitano following a shipboard accident when all six were sailing aboard the Crowley tug *Sea King* in the Long Beach anchorage.

"The fast and fitting actions of [Amalfitano's] crew mates surely saved his life," reads the certificate, presented during an awards luncheon February 17.

Amalfitano, who had his leg amputated at the knee because of injuries sustained in the December 1996 accident, also attended the ceremony. "I just wanted to thank those guys for helping me," said the 13-year member of the SIU. "At least I'm alive. It's more or less a miracle that I'm even here."

McNutt, who stated that the

crew's safety training proved invaluable in responding to the emergency, emphasized he was very uncomfortable receiving recognition in light of Amalfitano's injury. "I hate to even think about the certificate, but at the same time, the entire crew really did an excellent job reacting to the situation. The Long Beach Fire Department also should be commended, because they arrived at the scene quickly," he said.

"We were all glad to see Tony at the luncheon," McNutt added.

Brooks, a frequent upgrader at the Paul Hall Center for Maritime Training and Education in Piney Point, Md., echoed the thoughts of both Amalfitano and McNutt. "It was so unfortunate and yet it was a miracle (that Amalfitano survived)," he said. "It's amazing how Tony was able to help us.... His faith carried him through. I think most sailors can appreciate that."

The accident occurred as the *Sea King* moved construction-zone buoys which are used as anchors for dredging operations and as markers. As noted on the certificates issued by the fire department, "These are not ordinary buoys. They are about 10 feet high and weigh thousands of pounds."

Amalfitano became pinned between the *Sea King* and a buoy and then was knocked overboard. The severity of his leg injury meant that he could not climb back aboard the tugboat; and, although he wore a life vest, he remained at risk of being pinned again.

Somehow, Amalfitano mustered the presence and strength to swim away from the buoy to the side of the boat. At the same time, McNutt contacted local authorities for help, Banicebic tossed a life ring to Amalfitano, and Walblon grabbed his fallen shipmate and held on.

Brooks and Smith "rigged a ladder over the side and put a Stokes basket into the water," Brooks recalled. "I got behind

Tony and brought him around. He was helping us, conscious and talking the whole time. We floated the basket underneath him, while the other guys pulled the lines and got him onto the main deck."

'I just wanted to thank those guys for helping me.'

—Deckhand Tony Amalfitano

There, the crew secured a splint on Amalfitano's leg and treated him for shock. Rescue units arrived shortly.

While again stressing that the crew's overriding concern was for the well-being of Amalfitano, Brooks said their emergency-response training proved beneficial in this case. He and Smith have taken numerous upgrading courses at the Paul Hall Center's Lundberg School of Seamanship, and all of the crew members regularly take part in shipboard safety drills.

He also credited Crowley with being "very big" on safety training. These things are discussed and practiced," Brooks noted. "We have weekly safety drills, we watch safety videos, we have training at the Seafarers' school. It comes down to familiarity and repetition, having a game plan. With Tony, we had a well-coordinated rescue plan."

Meeting with Seafarers On West Coast Ships

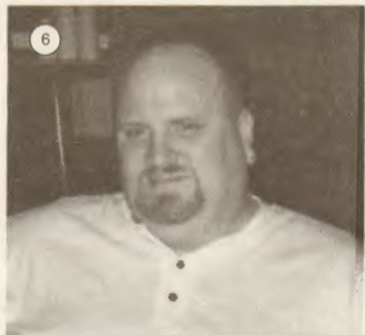
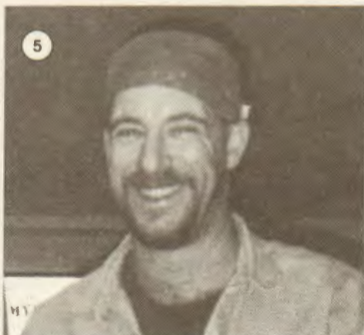


1 Aboard the *Beaver State* are (from left) Bosun Glenn Ray Christianson, Chief Steward Darlene Cherry, QMED Robert Layko and DEU Moses Shaibi.

2 Meeting with SIU Assistant Vice President Bob Hall (center) on the *Overseas New York* are Chief Steward Nancy Heyden and Recertified Bosun Carlos Loureiro.

3 Three SIU hawsepipers work aboard the *Green Mountain State*, including Chief Engineer Dave Garrity (left) and 1st Engineer G. Fain, both graduates of the trainee program in Piney Point.

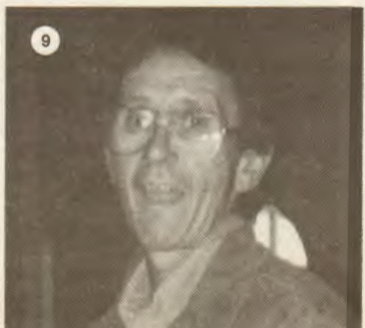
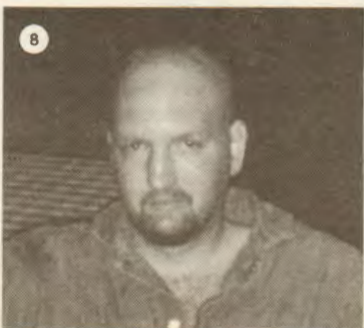
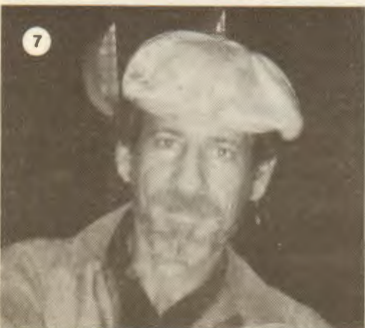
A potential armed conflict against Iraq topped the list of subjects covered during recent meetings aboard three SIU-crewed vessels. On the Ready Reserve Force (RRF) ships *Green Mountain State* in Vancouver, Wash. and *Beaver State* in Portland, as well as aboard the tanker *Overseas New York* in Astoria, Ore., Seafarers in February met with Bob Hall, SIU assistant vice president. They discussed the situation concerning Iraq; various aspects of the Seafarers Welfare Plan and Seafarers Money Purchase Pension Plan; the training record books being issued through the Paul Hall Center for Maritime Training and Education, and more.



Also attending shipboard meetings with Asst. VP Hall are:

- 4 SA Calvin Williams, *Green Mountain State*;
- 5 Chief Pumman John Fleming, *Overseas New York*;
- 6 Chief Steward Eric Manley, *Green Mountain State*;

- 7 Bosun John McMurtry, *Green Mountain State*;
- 8 Oiler Christopher Davis, *Green Mountain State*; and
- 9 3rd Engineer (and SIU hawsepiper) Pete Oram, *Green Mountain State*.



Renowned Sculptor Honored by SIU



The internationally acclaimed artist who crafted the sculpture located at the entrance to Seafarers Haven cemetery recently received an honorary SIU book, as approved by the membership. Mykola Holodyk (pictured above at right with SIU official Ed Pulver), who has produced art and architecture throughout the world, accepted the award earlier this year. "He was very appreciative and excited," stated Pulver. "Very few honorary books have been given over the years, so he recognizes that this isn't an everyday gesture on the union's part."

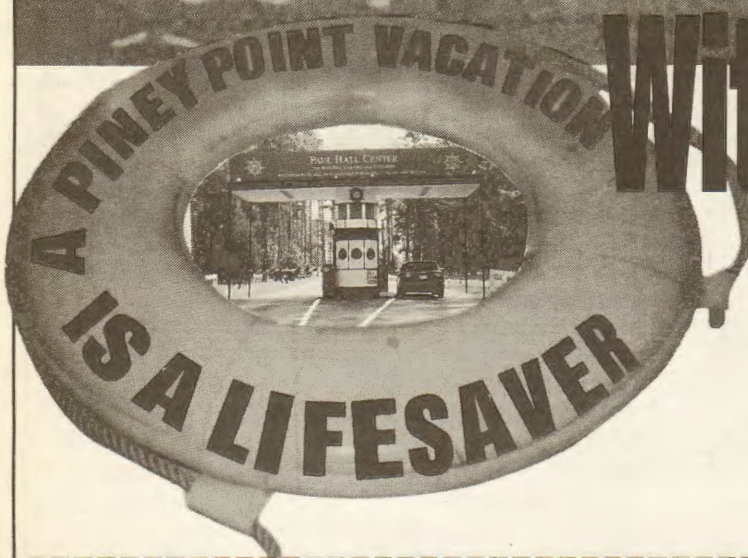


Holodyk created the unnamed concrete and metal sculpture (pictured at left) at the cemetery, which overlooks the Paul Hall Center for Maritime Training and Education in Piney Point, Md. Unveiled in September 1996, the piece represents a deep sea mariner standing at a ship's wheel. The 73-year-old native of the Ukraine has remained active since then, most recently decorating a church in Prague.

The Luxury of an Ocean Liner . . .



Without Leaving the Shore



UNION MEMBER VACATION RATES

A vacation stay at the Lundeberg School is limited to two weeks per family.

Member	\$40.40/day
Spouse	9.45/day
Child	9.45/day

Note: There is no charge for children 11 years of age or younger. The prices listed above include all meals.

For up to two weeks, Seafarers and their families may enjoy a vacation like something from a travel brochure.

Comfortable accommodations, tennis courts, health spa, olympic-size swimming pool and three fabulous meals each day are just a part of the full vacation package, as are fishing, swimming, sunning, boating, picnicking and just plain relaxing.

As many SIU members already have discovered, the Paul Hall Center, located in historic St. Mary's County in Southern Maryland, encompasses 60 acres of waterfront property. With the Potomac River to the west, the Chesapeake Bay to the east and the Wicomico and Patuxent rivers splitting it in the middle, Southern Maryland is ruled by a life and love of the water.

There is little need to journey outside the peaceful site, but that is an option. Numerous recreational and sightseeing opportunities exist within close proximity of the Paul Hall Center.

One need only step outside the facility's gates to discover the beauty and splendor the region has to offer. The counties of the area, St. Mary's, Charles and Calvert, boast many summer festivals, celebrations and exhibits not to be missed by vacationing Seafarers and their families.

While Southern Maryland may capture the hearts of Seafarers and their families when enjoying a vacation at Piney Point, there still are many more sights (both historic and current) to take in which may be reached in a short drive by car—Baltimore and Annapolis, Md., Arlington and Alexandria, Va. and, of course, the nation's capital, Washington, D.C.

Don't let your summer holiday be lost in dreams. Start planning now for a memorable vacation at Piney Point by mailing your completed reservation form at left.

SEAFARERS TRAINING & RECREATION CENTER Vacation Reservation Information

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

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

4/98

Dispatchers' Report for Deep Sea

FEBRUARY 16 — MARCH 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	33	15	4	23	14	3	9	53	26	7
Philadelphia	4	4	2	4	2	1	4	7	6	4
Baltimore	5	5	1	6	3	2	2	6	10	0
Norfolk	11	5	6	7	5	4	1	23	17	9
Mobile	9	6	3	4	8	2	1	15	7	1
New Orleans	21	14	4	17	11	1	6	28	21	8
Jacksonville	39	19	10	15	17	6	6	78	28	15
San Francisco	22	14	1	24	10	1	10	40	19	3
Wilmington	17	15	4	12	5	3	7	43	27	16
Seattle	26	13	6	14	8	1	10	60	21	10
Puerto Rico	6	2	4	7	0	0	5	13	4	6
Honolulu	7	10	3	10	5	1	2	11	14	4
Houston	32	17	10	25	15	5	13	43	36	13
St. Louis	1	0	2	3	0	2	0	4	0	2
Piney Point	0	2	5	1	1	0	1	0	1	5
Algonac	2	2	2	1	2	1	0	1	1	2
Totals	235	143	67	173	106	33	77	425	238	105
ENGINE DEPARTMENT										
New York	13	7	1	7	5	0	3	29	13	3
Philadelphia	3	4	2	0	2	1	0	5	2	1
Baltimore	6	5	0	3	4	0	2	8	7	0
Norfolk	7	8	0	3	8	1	1	11	8	2
Mobile	12	2	3	8	4	1	0	15	8	2
New Orleans	11	4	1	9	5	1	1	15	17	4
Jacksonville	14	14	6	10	6	1	4	24	22	11
San Francisco	11	5	0	10	5	1	1	16	16	1
Wilmington	4	8	2	3	8	0	5	12	14	3
Seattle	15	7	1	8	5	3	5	26	14	1
Puerto Rico	1	4	2	2	3	1	1	4	6	3
Honolulu	2	3	8	3	3	5	1	8	9	8
Houston	15	8	0	8	7	3	0	28	12	5
St. Louis	4	1	2	0	0	1	0	6	4	1
Piney Point	3	3	6	1	0	0	0	6	6	7
Algonac	0	0	0	1	0	0	0	0	0	0
Totals	121	83	34	76	65	19	24	213	158	52
STEWARD DEPARTMENT										
New York	8	9	1	10	9	0	6	21	14	1
Philadelphia	0	1	0	1	0	0	0	4	3	0
Baltimore	3	0	0	2	0	0	0	4	0	0
Norfolk	8	9	0	3	1	0	0	14	16	1
Mobile	5	4	0	4	1	0	1	9	4	1
New Orleans	13	3	0	5	1	0	3	15	7	2
Jacksonville	14	4	2	12	9	1	8	22	4	5
San Francisco	22	3	0	19	3	0	3	50	8	1
Wilmington	14	1	2	7	1	0	0	24	4	4
Seattle	18	6	0	16	3	0	10	38	5	1
Puerto Rico	1	0	0	2	0	0	0	6	3	0
Honolulu	9	3	8	5	1	11	13	23	7	4
Houston	10	7	1	8	4	0	5	21	12	1
St. Louis	0	0	1	0	0	0	0	1	0	1
Piney Point	1	2	0	2	0	0	0	7	2	1
Algonac	0	0	0	0	0	0	0	0	1	0
Totals	126	52	15	96	33	12	49	259	90	23
ENTRY DEPARTMENT										
New York	3	25	5	4	17	6	0	6	46	19
Philadelphia	0	0	3	0	0	0	0	0	0	6
Baltimore	1	2	3	0	2	0	0	1	1	4
Norfolk	1	10	12	0	7	7	0	6	18	28
Mobile	3	6	0	0	3	0	0	3	12	2
New Orleans	3	13	2	1	6	5	0	5	22	8
Jacksonville	3	20	12	1	10	3	0	6	32	19
San Francisco	11	12	4	1	8	2	0	19	26	5
Wilmington	3	12	5	3	3	1	0	9	19	9
Seattle	7	18	3	4	9	4	0	17	21	5
Puerto Rico	7	5	2	3	1	0	0	10	8	7
Honolulu	4	27	65	7	16	51	0	5	45	114
Houston	2	11	5	3	7	2	0	5	20	13
St. Louis	0	0	0	0	1	0	0	0	0	0
Piney Point	1	5	14	0	23	17	0	2	11	17
Algonac	0	0	1	0	0	0	0	0	0	1
Totals	49	166	136	27	113	98	0	94	281	257
Totals All Departments	531	444	252	372	317	162	150	991	767	437

*"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.

May & June 1998 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point	Monday: May 4, June 8
Algonac	Friday: May 8, June 12
Baltimore	Thursday: May 7, June 11
Duluth	Wednesday: May 13, June 17
Honolulu	Friday: May 15, June 19
Houston	Monday: May 11, June 15
Jacksonville	Thursday: May 7, June 11
Jersey City	Wednesday: May 20, June 24
Mobile	Wednesday: May 13, June 17
New Bedford	Tuesday: May 19, June 23
New Orleans	Tuesday: May 12, June 16
New York	Tuesday: May 5, June 9
Norfolk	Thursday: May 7, June 11
Philadelphia	Wednesday: May 6, June 10
San Francisco	Thursday: May 14, June 18
San Juan	Thursday: May 7, June 11
St. Louis	Friday: May 15, June 19
Tacoma	Friday: May 22, June 26
Wilmington	Monday: May 18, June 22

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

Personals

BOSUN EDMUND (RICK) BRAND

Bosun Randy Garay, who is currently aboard the Voyager, would like to hear from you. Write him at 521 W. Spokane, Coeur d'Alene, ID 83814; or telephone (208) 664-1308.

MATT BUCARETTI

Please get in touch with Miriam Duncan at (254) 699-2098 (Texas).

WILLIAM (BILL) H. HAMBY

Please call Hubert E. (Santa Claus) Jackson collect at (910) 594-0127.

KARL HAROLDSONN

Please call Mary at (860) 666-9874.

LOG-A-RHYTHMS

by Marie Gray

Joe is the name by which you are known.
Over the earth you have often roamed
Sailing as a Seafarers International Union man
Enjoying the sights on sea and land.
Parent of seven
Husband who made earth Heaven.

Loving
Excelling
Respectful
Outgoing
Youthful

Generous as this earth you trod
Ready to journey home to God
Answering His call
You are loved by us all.

Twelve-thirty your time had come.
Your work on earth was now done.
You had a smile on your face,
So I know you went to a better place.
May God bless each and everyone,
Who added to your life some fun.

Gratefully,
Your wife, Marie

(This tribute was written by Marie Gray to her husband, Joseph L. Gray, whose obituary may be found on page 18.)

**Seafarers International Union
Directory**

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

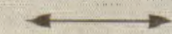
George McCartney
Vice President West Coast

Roy A. "Buck" Mercer
Vice President Government Services

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgoy
Vice President Gulf Coast



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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Dispatchers' Report for Great Lakes

FEBRUARY 16 — MARCH 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
Algonac	0	29	3	0	0	0	0	29	3
Port	DECK DEPARTMENT								
Algonac	0	7	2	0	0	0	0	7	2
Port	ENGINE DEPARTMENT								
Algonac	0	9	0	0	0	0	0	9	0
Port	STEWARD DEPARTMENT								
Algonac	0	27	12	0	0	0	0	27	12
Port	ENTRY DEPARTMENT								
Algonac	0	27	12	0	0	0	0	27	12
Totals All Depts	0	72	17	0	0	0	0	72	17

*"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

FEBRUARY 16 — MARCH 15, 1998

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	2	3	9	1	0	2	1	3	17
Lakes, Inland Waters	29	0	0	9	0	0	39	0	0
West Coast	2	2	5	7	1	2	8	3	15
Totals	33	5	14	17	1	4	48	6	32
Region	ENGINE DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	1	0	0	1	1	0	6
Lakes, Inland Waters	20	0	0	7	0	0	7	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	20	0	1	7	0	1	8	0	6
Region	STEWARD DEPARTMENT								
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	0	0	0	0	0	0	0	0
Lakes, Inland Waters	13	0	0	8	0	0	10	0	0
West Coast	0	0	0	0	0	1	0	0	0
Totals	13	0	0	8	0	1	10	0	0
Totals All Depts	66	5	15	32	1	6	66	6	38

*"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

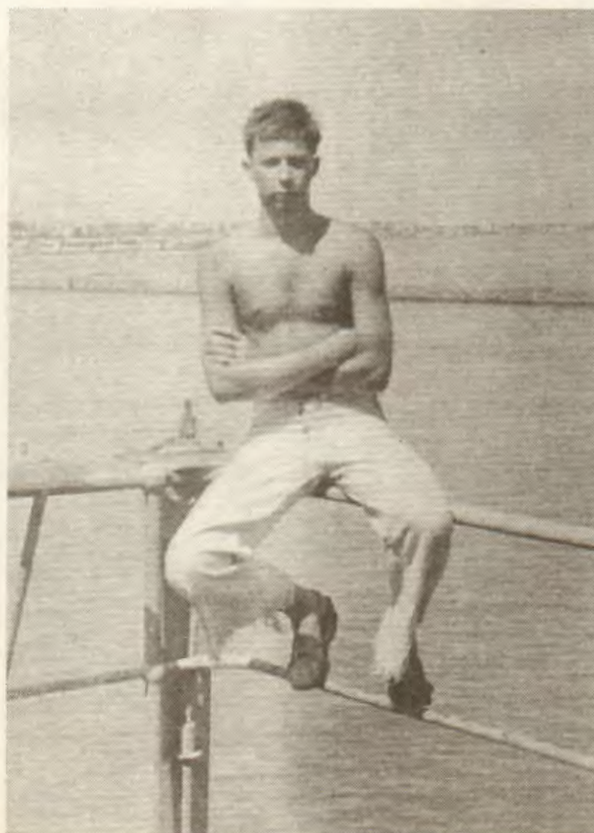
These photographs, sent to the *Seafarers LOG* by Ted Lewis of Severna Park, Md., were taken in 1947.

That year, Lewis obtained a "trip card" and signed on the S.S. *Fort Donaldson*, a WWII T-2 oil tanker. He shipped as an OS from the SIU union hall in the port of New York, which was on Beaver Street.

"We first sailed to Aruba," Lewis stated in a note to the *Seafarers LOG* which accompanied the photos. "Then we filled up with bunkers and dropped them in Gibraltar. From there, we shuttled oil from Kuwait and Bahrain in the Persian Gulf to Europe."

"After a few trips through the Suez Canal, I was taken off because of jaundice and spent a few months in a 'hospital' in Port Said, Egypt. The photos show me on the fantail of the tanker lying off Port Said and also in front of a statue of Ferdinand de Lesseps, who built the canal. A few years later, his statue was taken down by President Nasser and put in storage . . . probably never to be seen again!

"Although more than 50 years have passed, it almost seems like yesterday."





Welcome Ashore

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

One recertified bosun and one recertified steward are among the seven Seafarers announcing their retirements this month.

Representing more than 75 years of active union membership, Recertified Bosun **Clarence E. Pryor** and Recertified Steward **German Rios** are graduates of the highest level of training available to members in the deck and steward departments, respectively, at the Lundeberg School in Piney Point, Md.

Including the two recertified graduates, four of those signing off sailed in the deep sea division; two navigated the inland waterways and one shipped aboard Great Lakes vessels.

Five of the retiring Seafarers sailed in the deck department and two in the steward department.

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

DEEP SEA

ALEJANDRO S. MURILLO, 65, graduated from the Marine Cooks & Stewards (MC&S) training school in 1965 and joined the MC&S, before that union merged



with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). He last sailed in 1993 as a chief cook

aboard the *Kainalu*, operated by Matson Navigation. Born in Mexico, Brother Murillo makes his home in Paramount, Calif.

CLARENCE E. PRYOR

62, began sailing with the Seafarers in 1955 from the port of Mobile, Ala. He sailed in the deck department and upgraded at the Lundeberg School in Piney Point, Md., where he graduated from the bosun recertification program in 1974. The Alabama native last sailed aboard the *Humacao*, an NPR, Inc. vessel. Brother Pryor has retired to Citronelle, Ala.



GERMAN RIOS, 58, started his career with the SIU in 1963 in the port of New York. His first ship was the *Seatrain New York*. A native of Puerto Rico, he sailed in the steward department and



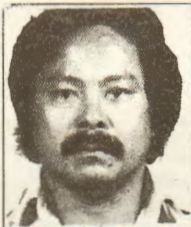
upgraded his skills at the Lundeberg School, where he graduated from the steward recertification program in 1994. Prior

to his retirement, he sailed aboard the *Charleston*, operated by Westchester Marine Corp. Brother Rios makes his home in Levittown, P.R.

ALFREDO C. VARONA

63, joined the Seafarers in 1978 in the port of San Francisco, sailing aboard the *Overseas Ulla*.

Born in the Philippines, he worked in the deck department and signed off the *Sea-Land Innovator*. Brother Varona calls San Francisco home.



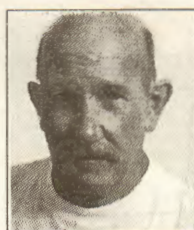
INLAND

JAMES C. SMITH, 62, first sailed with the SIU in 1966. The Ohio native sailed in the deck department and upgraded his skills at the Lundeberg School. He last sailed aboard vessels operated by Crowley Marine



MACON L. SQUIRES

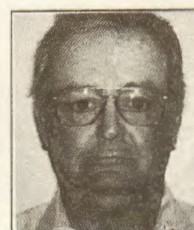
62, joined the Seafarers in 1961 in the port of Norfolk, Va. The deck department member last sailed as a captain, signing off the *Valour*, operated



Services. From 1953 to 1956, he served in the U.S. Army. Boatman Smith has retired to Daytona Beach, Fla.

by Maritrans. From 1954 to 1957, he served in the U.S. Army. Boatman Squires makes his home in Tampa, Fla.

GREAT LAKES



ALEXANDER F. McDONALD, 65, first sailed with the Seafarers in 1951 aboard the *Huron*. Born in Canada, he

sailed in the deck department. Brother McDonald last sailed in 1976 aboard the *Sam Laud*. He calls Tempe, Ariz. home.

Chef Lupinacci Honored by Fellow Chefs



Romeo Lupinacci (center), corporate executive chef at the Paul Hall Center, shows his most recent culinary award to SIU President Michael Sacco (left) and Nick Marrone, acting vice president of the Lundeberg School. Lupinacci went to San Francisco last October to receive the Antonin Careme medal, which is awarded annually by the Chefs Association of the Pacific Coast to a chef who "has made outstanding contributions to the culinary profession, education, the advancement of gastronomy and the culinary arts." He is only the 99th chef to be so honored. "This is the ultimate," Lupinacci said, referring to his latest award. "They don't come any higher than this."

Showing Their Pride



Unlicensed apprentices from classes 572, 573 and 574 wanted the world to know what they think about the program offered at the Paul Hall Center that trains young men and women to become merchant mariners. Last month, the apprentices spent a week of their own time creating the above pictured sign as well as landscaping the grounds outside their dormitory. Three of the apprentices who helped in the project include (from left) John Millward (class 574) from Brookville, Fla., Latonia Jackson (class 572) from Jacksonville, Fla. and Phillip Troublefield (class 574) from Houston, Texas.

AFL-CIO NATIONAL BOYCOTTS



MARCH/APRIL 1998

BUILDING MATERIALS & TOOLS

BROWN & SHARPE MFG. CO.
Measuring, cutting and machine tools and pumps
► *Machinists*

ROME CABLE CORP.
Cables used in construction and mining
► *Machinists*

SOUTHWIRE CO.
Commercial and industrial wire and cable; DoltYourself brand homewire
► *Electrical Workers*

CLOTHING

MASTER APPAREL
Men's and boys' pants. Labels include Botany 500, and Hills and Archer
► *Electronic Workers*

ENTERTAINMENT/RECREATION

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

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

REGAL CINEMAS
Chain of 250 movie theaters in 22 states: "Regal Cinemas" & "Cobb Theaters"
► *Stage Employees & Moving Picture Technicians*

FOOD & BEVERAGES

CALIFORNIA TABLE GRAPES
Table grapes that do not bear the UFW label on their carton or crate
► *Farm Workers*

DIAMOND WALNUT CO.
Diamond brand canned and bagged walnuts and walnut pieces
► *Teamsters*

FARMLAND DAIRY
Milk sold under the Farmland Dairy label in stores in Connecticut, New Jersey and New York
► *Teamsters*

FURNITURE

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

TRANSPORTATION & TRAVEL

ALITALIA AIRLINES
Air transport for passengers and freight
► *Machinists*

BEST WESTERN-GROSVENOR RESORT
Hotel in Lake Buena Vista, Fla.; located at Disney World, but separately owned and operated
► *Hotel Employees & Restaurant Employees*

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

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

KAUAI RESORT
Hotel in Kapaa, Hawaii
► *Longshore & Warehouse Union*

MICHELIN
Michelin brand tires
► *Steelworkers*

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

OTHERS

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

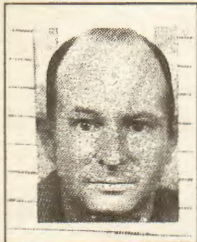
PLEASE POST

UNION LABEL AND SERVICE TRADES DEPARTMENT, AFL-CIO

Final Departures

DEEP SEA

ARTHUR M. ALSOBROOKS



Pensioner Arthur M. Also Brooks, 76, passed away February 16. A native of Texas, he started his career with the Seafarers in 1945

in the port of Houston. Brother Also Brooks sailed in the steward department. He was a veteran of World War II, having served in the U.S. Army from 1940 to 1945. He was a resident of Houston and began receiving his pension in December 1983.

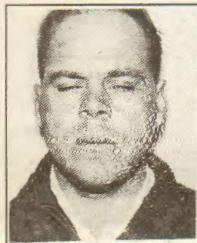
ROBERT W. ARLEQUE



Pensioner Robert W. Arleque, 74, died February 4. Born in Massachusetts, he joined the SIU in 1944 in the port of Boston.

Brother Arleque sailed in the deck department. A resident of Baltimore, he started receiving his pension in December 1981.

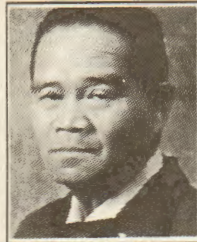
WILLIAM E. BABBITT



Pensioner William E. Babbitt, 69, passed away January 12. Brother Babbitt first sailed with the Seafarers in 1959. A native of Indiana, he

worked in the deck department and upgraded at the Lundeberg School in Piney Point, Md., where he graduated from the bosun recertification program in 1979. From 1945 to 1957, he served in the U.S. Navy. Brother Babbitt was a resident of Pocono Summit, Pa. and retired in March 1995.

OTILLIO V. BELISARIO



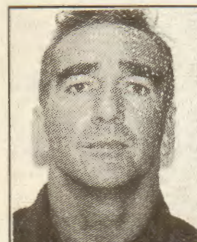
Pensioner Otillio V. Belisario, 85, passed away December 27, 1997. A native of the Philippine Islands, he began his career with the

Marine Cooks & Stewards (MC&S) in 1945 in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Belisario was a resident of San Francisco and retired in May 1975.

GUIDO BERDON

Pensioner Guido Berdon, 92, died January 18. Born in Italy, he joined the MC&S in 1944, before that union merged with the SIU's AGLIWD. A resident of Van Nuys, Calif., he started receiving his pension in March 1974.

FREDERICK BOYNE



Pensioner Frederick Boyne, 79, died January 4. A native of England, he joined the Seafarers in 1952 in the port of New York.

Brother Boyne sailed in the deck department and began receiving his pension in February 1983. He was a resident of Liverpool, England.

LOUIS D. CHAPPETTA

Pensioner Louis D. Chappetta, 64, passed away December 19, 1997. He graduated from the Andrew Furuseth Training School in 1962 and joined the SIU in the port of New Orleans. Starting out in the steward department, he later transferred to the engine department and upgraded his skills at the Lundeberg School. His first ship was the *Trans-hatteras* and he last sailed aboard the *Sea-Land Patriot*. From 1952 to 1954, he served in the U.S. Army. Brother Chappetta, a resident of San Francisco, retired in July 1996.

JOSEPH F. CRAGE



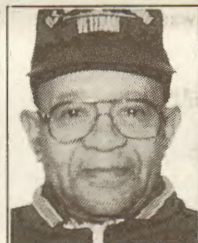
Pensioner Joseph F. Crage, 69, died September 23, 1997. Born in New York, he started his career with the Seafarers in 1955 in the port

of Baltimore. Brother Crage sailed in the deck department. From 1946 to 1947 and from 1949 to 1952, he served in the U.S. Army. A resident of Seattle, he began receiving his pension in December 1992.

THOMAS W. DODSON

Thomas W. Dodson, 45, passed away January 25. A native of Louisiana, he graduated from the Harry Lundeberg School's entry level training program in 1968 and joined the SIU in the port of New Orleans. His first ship was the *Overseas Dinny*. Starting out in the steward department, he later transferred to the engine department and upgraded at the Lundeberg School. Brother Dodson was a resident of Amite, La.

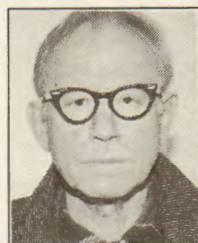
JOSEPH L. GRAY



Pensioner Joseph L. Gray, 71, passed away January 22. He joined the SIU in 1966 in the port of Philadelphia, sailing aboard the

Globe Progress. Born in Pennsylvania, he sailed in the steward department and upgraded to chief cook at the Lundeberg School. Brother Gray last sailed in 1982 aboard the *Patriot*, operated by Ocean Carriers. From 1943 to 1945, he served in the U.S. Navy. He was a resident of East Elmhurst, N.Y. and retired in August 1991.

HENRY J. GROMEK



Pensioner Henry J. Gromek, 73, died January 20. Born in Maryland, he started his career with the Seafarers in 1950 in the

port of New York. Brother Gromek sailed as a member of the steward department and began receiving his pension in January 1993. He was a resident of Baltimore.

STEVEN C. HAWKINS



Steven C. Hawkins, 39, died September 14, 1997. Brother Hawkins first sailed with the Seafarers in 1990 from the port of Houston.

Born in New Mexico, he worked in the engine department and upgraded to QMED at the Lundeberg School. He was a resident of Katy, Texas.

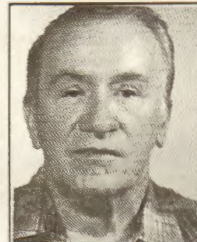
DAVID H. IKIRT



Pensioner David H. Ikirt, 77, died February 17. Born in Ohio, he began sailing with the Seafarers in 1947 from the port of Philadelphia. Brother Ikirt worked in the

deck department and retired in August 1986. He was a resident of Dayton, Ohio.

FRANK KON



Pensioner Frank Kon, 78, passed away January 27. A native of Massachusetts, he joined the SIU in 1945 in the port of Boston.

Brother Kon sailed as a member of the deck department. A resident of Reno, Nev., he began receiving his pension in June 1983.

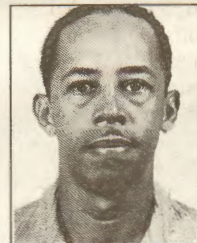
CALVIN K. LAKE



Pensioner Calvin K. Lake, 72, died December 21, 1997. He began sailing with the Seafarers in 1955 from the port of Seattle.

Born in South Dakota, he sailed in the engine department and upgraded at the Lundeberg School. Brother Lake was a resident of North Bend, Wash. and retired in October 1997.

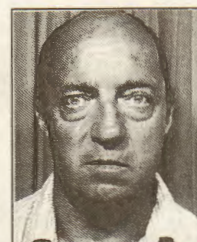
CHARLES J. MITCHELL



Pensioner Charles J. Mitchell, 87, passed away December 13, 1997. A charter member of the SIU, he joined the union in 1939 in the

port of Mobile, Ala. The Alabama native worked in the steward department, last sailing as a chief steward. During his career, he was active in union organizing drives and beefs. Brother Mitchell was a resident of Spanish Fort, Ala. and began receiving his pension in July 1975.

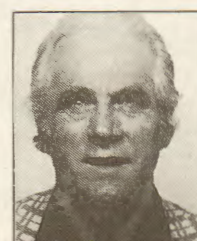
JOHN NOVAK



Pensioner John Novak, 82, passed away December 27, 1997. He joined the SIU in 1942 in the port of New York. During his career, he

sailed in the deck department and was active in union organizing drives and beefs. A resident of Brooklyn, N.Y., Brother Novak started receiving his pension in December 1983.

MICHAEL M. SPORICH



Pensioner Michael M. Sporich, 81, died January 3. A native of Missouri, he joined the SIU in 1943 in the port of New York. A member

of the deck department, Brother Sporich began receiving his pension in May 1981. He was a resident of St. Louis.

INEZ N. WEBBER



Pensioner Inez N. Webber, 82, passed away January 5. Sister Webber joined the MC&S in 1958, before that union merged with

the SIU's AGLIWD. She signed on the *Matsonia*, operated by Matson Navigation and last sailed aboard the *Monterey*, a Pacific Far East Line vessel. She was a resident of Nevada, Mo. and retired in September 1974.

WALDO A.H. WU

Pensioner Waldo A.H. Wu, 86, died January 19. Born in China, he began sailing with the MC&S in 1947 from the port of San Francisco, before that union merged with the SIU's AGLIWD. His first ship was the *Marine Fox*, operated by Isthmian Lines. Prior to his retirement in January 1975, he signed off the *President Monroe*, an American President Lines vessel. Brother Wu was a resident of San Francisco.

BAK FAN YOUNG

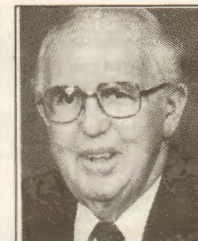


Pensioner Bak Fan Young, 79, passed away November 2, 1997. Brother Young joined the MC&S in 1951 in the port of San Francisco,

before that union merged with the SIU's AGLIWD. Born in China, he was a resident of Daly City, Calif. and retired in July 1973.

INLAND

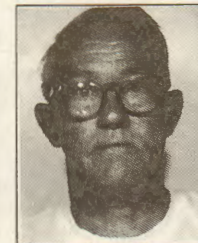
JAMMIE M. DANIELS



Pensioner Jammie M. Daniels, 77, died February 2. Born in North Carolina, he began sailing with the SIU in 1956 from the port

of Philadelphia. Boatman Daniels last sailed as a tugboat captain. He was a resident of Belhaven, N.C. and retired in June 1983.

EDWARD HOLT



Pensioner Edward Holt, 80, passed away February 19. He joined the Seafarers in 1968 in the port of St. Louis. The Tennessee

native sailed in the deck department. Boatman Holt lived in Tiptonville, Tenn. and began receiving his pension in November 1979.

ALBERT M. PIETROWSKI



Pensioner Albert M. Pietrowski, 67, passed away January 22. A native of Pennsylvania, he first sailed with the Seafarers in 1949

from the port of Philadelphia. Starting out in the deep sea division aboard the *Fairland*, he later transferred to inland vessels. Boatman Pietrowski sailed as a chief cook and began receiving his pension in August 1992. From 1953 to 1955, he served in the U.S. Army. He was a resident of Vienna, Va.

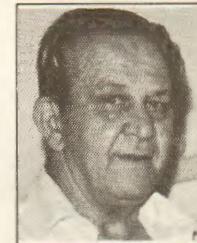
MELVIN F. TEASENFITZ



Pensioner Melvin F. Teasenfitz, 76, passed away February 6. He joined the Seafarers in 1962 in the port of Philadelphia. A native of

New Jersey, he sailed in the steward department. He was a veteran of World War II, having served in the U.S. Army from 1942 to 1943. Boatman Teasenfitz was a resident of Mays Landing, N.J. and started receiving his pension in July 1984.

CHESTER VIKELL



Pensioner Chester Vikell, 70, died February 7. Boatman Vikell began sailing with the SIU in 1956 from the port of Balti-

more aboard vessels operated by Baker-Whiteley. The Maryland native sailed in the deck department as a mate. A resident of Baltimore, he retired in November 1984.

GREAT LAKES

SILVESTER BLAZIK



Pensioner Silvester Blazik, 69, passed away January 16. Born in Pennsylvania, he joined the Seafarers in 1960 in the port of

Detroit. Brother Blazik worked in the deck department, sailing primarily aboard vessels operated by Kinsman Lines. His last ship was the *W.A. McGorgle*. A resident of Kingston, Pa., he began receiving his pension in February 1989.

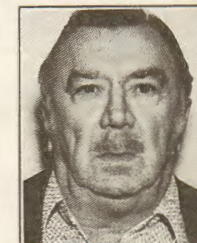
HASSAN N. MADRY



Pensioner Hassan N. Madry, 73, died December 22, 1997. Brother Madry joined the SIU in 1965 in the port of Detroit. Born in

Yemen, he sailed in the deck department. He was a resident of Yemen and retired in February 1986.

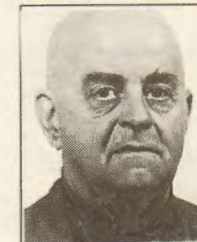
WALTER L. MERO JR.



Pensioner Walter L. Mero Jr., 79, died December 7, 1997. He joined the SIU in 1961 in the port of Ashtabula, Ohio, sailing as a

member of the deck department. During World War II, the Ohio native served in the U.S. Army. A resident of Ashtabula, he retired in 1981.

JOHN G. STIRTON



Pensioner John G. Stirton, 80, died October 5, 1997. Brother Stirton started his career with the SIU in 1957 in the port of Detroit. He

worked in the deck department, last sailing aboard the *A.E. Cornell*, operated by American Steamship Co. A resident of Ontario, Canada, he retired in December 1981.

Digest of Shipboard Union Meetings

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

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

SEA-LAND CHALLENGER (Sea-Land Service), July 7—Chairman Monte Grimes, Secretary Robert Castello, Educational Director Larry Holbert, Deck Delegate Frank Cannuso, Engine Delegate Ramona Gayton, Steward Delegate Nario Firne. Chairman reminded crew to separate plastic items from regular trash. Educational director emphasized need to attend tanker course at Piney Point in order to continue working aboard tankers. No beefs or disputed OT reported by department delegates. Steward department thanked for efforts in keeping ship clean and providing good food. Next port: Oakland, Calif.

SEA-LAND ENDURANCE (Sea-Land Service), December 21—Chairman James Foley, Secretary William J. Bunch, Deck Delegate Earl F. Sparkes, Engine Delegate W.E. Ballard, Steward Delegate Julio Paminiano. Chairman reported job well done on sanitary inspection; rooms immaculate. Vote of thanks given to steward department. Next port: Long Beach, Calif.

SEA-LAND PERFORMANCE (Sea-Land Service), December 5—Chairman Jim Scheck, Secretary Edward Collins. Chairman reported ship scheduled to pay off in Jacksonville, Fla. December 7. He urged crew members to donate to SPAD and to help movie fund. Educational director stressed importance of attending upgrading courses at Paul Hall Center. No beefs or disputed OT reported by three department delegates. Vote of thanks given to steward department.

HMI ASTRACHEM (Hvide Marine), January 28—Chairman Tom P. Banks, Educational Director Ronald Pheneuf, Deck Delegate W.D. Brinsen, Engine Delegate Randell Porter, Steward Delegate Luis Catalao. Secretary advised crew that 45 days' worth of stores will be ordered in next port. Educational director advised crew members to get training record books (TRBs) now and have Section 2 filled out aboard ship. He noted *Seafarers LOG* contains articles about TRBs. No beefs or disputed OT reported. Crew requested new fans for several rooms, asked patrolman about 100 percent reimbursement for medical claims and suggested contracts department review pension plan so Seafarers can retire at any age after fulfilling seetime requirements.

OVERSEAS JOYCE (Maritime Overseas), January 28—Chairman J.W. O'Ferrell, Secretary James E. Willey, Educational Director Willie Slan III, Deck Delegate Douglas C. Tuten, Steward Delegate Carmelo DeLaCruz. Chairman announced payoff scheduled for Jacksonville, Fla. Educational director urged crew members to attend upgrading classes at Lundeberg School. No beefs or disputed OT reported by department delegates. Question raised as to whether contract for *Overseas Joyce* covers Seafarers Money Purchase Pension Plan. New movies requested by crew. Members also asked that slop chest sell postage stamps.

SEA-LAND DISCOVERY (Sea-Land Service), January 19—Chairman Nelson Sala, Secretary Richard Riley, Engine Delegate Curtis Barnett, Steward Delegate Jimmy L. Williams. Secretary urged crew members to attend Piney Point classes to upgrade skills. Treasurer announced \$145 in ship's fund. Disputed OT reported in deck department, and steward department raised questions concerning OT. Next port: Honolulu.

CPL LOUIS J. HAUGE JR., (Maersk Lines), February 8—Chairman Andre Bennett, Secretary Victorino Vincecruz, Deck Delegate Keith Williams, Engine Delegate James Snyder, Steward Delegate James McLeod. Vessel headed for Persian Gulf. Crew members reminded to keep clean shaven in order for gas masks to fit properly. Chairman reminded crew to separate plastic items from regular trash. Educational director urged crew members to take advantage of educational opportunities at Paul Hall Center. Treasurer noted Martin Luther King's Day beach party was very successful. Department delegates reported no beefs or disputed OT. Vote of thanks given to steward department for good food. Special vote of thanks given to SA Abdul Mutliki for being an outstanding messman. Steward department thanked rest of crew for help in loading stores aboard ship in rain during emergency deployment to Persian Gulf. Crew members also thanked for helping Commander-in-Chief Pacific Fleet Admiral Archie Clemins's visit go so smoothly aboard *Hauge* (see photo this page). Next port: Baghdad, Iraq.

LNG CAPRICORN (ETC), February 22—Chairman S. Ibrahim, Secretary D. Cunningham, Educational Director G. Sheppard. Chairman announced vessel going into shipyard March 10 for two months. He thanked everyone for good work. Secretary has plenty of SIU forms available for those in need. He requested everyone leave staterooms clean. Educational director reminded crew to upgrade at Lundeberg School. Treasurer announced \$260 in ship's fund. No beefs or disputed OT reported. Thanks given to steward department for good food, especially to Chief Cook Udjang Nurdjaja. Thanks also given to SA B. Mian-golarra for keeping ship clean. Next port: Tobata, Japan.

LTC CALVIN P. TITUS (Maersk Lines), February 15—Chairman Scott Heginbotham, Secretary Grant Armstead, Educational Director D. Hastings, Deck Delegate John Walsh, Engine Delegate Carlos Dominguez, Steward Delegate Julio Guity. Bosun reminded crew of possible cargo handling and additional duties while en route to Guam. Chairman noted phone calls can be made from ship's radio room, however, since all calls are monitored, everyone must speak English. Educational director suggested everyone upgrade at Piney Point. Deck delegate raised question about wage payments. Crew requested more books for ship's library.

Fans are now available for every room. Transformers have been ordered. Steward department given round of thanks for job well done. Request made for slop chest to be resupplied with cigarettes and sodas.

MAERSK CALIFORNIA (Maersk Lines), February 8—Chairman James T. Martin, Secretary Dien Short, Steward Delegate Edward Fuller. Educational director advised eligible Seafarers to attend upgrading courses at Paul Hall Center. Treasurer announced \$80 in ship's fund. No beefs or disputed OT reported by department delegates. Crew asked contracts department to consider filing for vacation after completing rotation (crew rotation is presently 105 days, not enough to file). Crew asked for small ice box for ice cream. Also requested books for library and transformers for crew rooms.

MAYAGUEZ (NPR, Inc.), February 12—Chairman Robert Hess, Steward Delegate Josue Iglesia Jr. Chairman informed crew members about upcoming payoff in Jacksonville, Fla. Secretary noted importance of donating to SPAD and backing union in all activities. He also gave vote of confidence to SIU President Michael Sacco and staff in new year. Educational director reminded crew to practice safety at all times, especially on deck. No beefs or disputed OT reported. Crew noted one washing machine not enough; requested second. Strong vote of thanks given to steward department for job well done. Steward thanked crew for helping keep messhalls clean in bad weather. Next port: San Juan, P.R.

OVERSEAS VIVIAN (Maritime Overseas), February 1—Chairman Stephen Herring, Secretary Matthew Scott, Educational Director Wayne Roberson, Deck Delegate Lawrence Zepeda, Engine Delegate L. Reynolds. Chairman reminded crew members to bring all business up to date since payoff scheduled for February 4 in Jacksonville, Fla. Secretary welcomed new mariners aboard and reminded them to turn in shipping cards to department delegates. Educational director suggested everyone upgrade at Lundeberg School. No beefs or disputed OT reported. Letter received from headquarters advising crew members that consideration being given to crew's concerns regarding vacation pay. Crew requested new furniture for crew lounge.

SEA-LAND CONSUMER (Sea-Land Service), February 24—Chairman F.C. Adams, Secretary D.A. Brown, Educational Director R. Hamil, Deck Delegate Juan Ayala, Engine Delegate A. Gonzalez. Chairman gave vote of thanks to all departments for fine job and for helping secure ship during storms. Secretary has all union forms, including change of address. He stressed importance of contributing to SPAD for stronger union. Educational director reminded everyone to get TRBs and upgrade at Piney Point. No beefs or disputed OT reported. Vote of thanks given to steward department.

SEA-LAND PRODUCER (Sea-Land Service), February 26—Chairman Jack Edwards, Secretary David Cunningham, Educational Director Doug Greiner. Chairman reported payoff in port of Jacksonville, Fla. Educational director reminded all hands to upgrade whenever possible and get TRBs. Treasurer announced \$100 in ship's fund. No beefs or disputed OT reported by department delegates. Steward department thanked for great meals. Next ports: San Juan,

P.R., Rio Haina, Dominican Republic and Jacksonville.

SGT MATEJ KOCAK (Waterman Steamship Co.), February 15—Chairman Anjelo Utri, Secretary Lonnie Gamble, Educational Director J. Graham, Engine Delegate Robert Hines Jr., Steward Delegate Clarence Robinson. Crew requested information on amount of time it takes for company to send seetime records to headquarters.

SEA-LAND EXPRESS (Sea-Land Service), March 3—Chairman Mark Lamar, Secretary Franchesca Rose, Educational Director Herman Manzer, Deck Delegate Rod Clark, Engine Delegate E. Harkins Jr., Steward Delegate Ralph Morgan. Chairman stated new VCR received and new dryer on order. Secretary reminded crew members of necessity of obtaining TRBs and of taking upgrading classes at Paul Hall center. Educational director advised crew to

Admiral Shows Appreciation on Hauge



On January 28, Captain Paul Zubaly hosted a luncheon for Commander-in-Chief Pacific Fleet Admiral Archie Clemins, USN, aboard the *CPL Louis J. Hauge, Jr.* as part of his command briefing on strategic sealift. After a luncheon of beef wellington and lobster thermidor aboard the Maersk Lines ship, the admiral posed for a picture with members of the steward department as a show of appreciation for the outstanding meal. From the left are Chief Steward Victorino Vincecruz, Chief Cook James McLeod, Admiral Clemins and Messman Jack Mohamed.

Chairman announced ship heading to Persian Gulf. Will relay other information as it comes in. Educational director urged crew members to upgrade at Paul Hall Center and get TRBs as soon as possible. Beef brought up in deck and steward departments as to dispensing of medicines. No beefs or disputed OT reported in engine department. Reminder given not to put work shoes in washing machine. Vote of thanks given to steward department for good meals.

HMI PETRACHEM (Hvide Marine), March 8—Chairman Kenneth McLamb, Secretary Colleen Mast, Educational Director Tracy Hill, Steward Delegate H.M. Saleh. Everything looking good. Chairman said sailing board should be put up on regular basis. Educational director questioned paucity of movies. Treasurer said pilot pool to be put together to get funds for movies. No beefs or disputed OT reported. Crew members reminded to check z-cards and make sure they have STCW endorsement. Ship heading to Oregon.

SAM HOUSTON (Waterman Steamship Co.), March 5—Chairman Eddy E. Stwaeard, Secretary R.K. Bright, Educational Director David Gordius, Deck Delegate B. Pinion, Engine Delegate Ryan Neathery, Steward Delegate Ralph Edmond. Chairman thanked crew members for working well together and making voyage enjoyable. He announced upcoming payoff in port of New Orleans. Secretary stressed importance of applying for TRBs and of upgrading at Lundeberg School. He also thanked galley gang for job well done. Educational director echoed secretary's sentiments about attending classes at Piney Point and gave vote of thanks to steward department. Treasurer announced \$450 in movie fund. Some disputed OT reported in deck department regarding duties of helmsman; no beefs or disputed OT noted in engine or steward departments. Crew members would like to see change in vacation requirements aboard Waterman ships. Chairman stated that no mail is to be opened by officers or crew until received by him.

check expiration dates on z-cards and, if necessary, get them renewed. Some disputed OT and beef reported in steward department; none in deck or engine departments. Members of ship's crew wrote letters of thanks to Tacoma and Vancouver missions for their gifts and thoughtfulness at Christmas. All those getting off ship reminded to leave rooms clean for next crew members. Vote of thanks given for job well done to steward department. Thanks also given to deck department for their work throughout voyage. Next port: Tacoma, Wash.

SEA-LAND SPIRIT (Sea-Land Service), March 1—Chairman Howard Gibbs, Secretary Ed Ombac, Educational Director Mohamed Alsinai, Deck Delegate Norman Taylor, Engine Delegate Richard E. Raulerson, Steward Delegate Bob Racklin. Chairman announced \$300 in ship's fund. Suggestion made to buy cassette player for gym. Educational director reminded crew members to check *Seafarers LOG* for Lundeberg School course schedule and upgrading opportunities. No beefs or disputed OT reported. Thanks given to steward department for great food, including delicious salad bar and for keeping messroom and recreation area clean.

WILLAMETTE (Kirby Tankships), March 8—Chairman Ronald Charles, Secretary Steven Wagner, Educational Director Major Smith, Deck Delegate Charles Foley, Engine Delegate Ed Krebs, Steward Delegate E. Batiz. Chairman explained ship is sold, effective March 9 or 10. Because of this, captain is checking about travel money at payoff. *HMI Defender* will be new name. Information received regarding new pay scale and vacation days per month. Chairman reminded crew members to check z-cards for expiration date, explaining that without renewal up to one year after expiration date, all ratings are lost. He thanked deck department for job well done. Education director stressed importance of upgrading at Piney Point. No beefs or disputed OT reported. Vote of thanks given to steward department. Next port: Lake Charles, La.

Labor Briefs

AFL-CIO Lists Boycott Against Regal Cinemas

Regal Cinemas, the third largest movie-theater chain in the U.S., has just been added to the AFL-CIO's "Do Not Buy!" list.

The boycott was launched by the International Alliance of Theatrical Stage Employees, Moving Picture Technicians, Artists and Allied Crafts (IATSE) to counter Regal's attack on the jobs of its unionized projectionists.

According to IATSE President Thomas C. Short, Regal forced projectionists in Cleveland and Youngstown, Ohio to accept large pay cuts in order to save some of their jobs.

The company is seeking "systematically . . . to replace family-wage jobs that have provided health and retirement benefits with part-time, low-wage positions offering neither fringe benefits nor job security," Short said.

Regal Cinemas, headquartered in Knoxville, Tenn., operates more than 2,000 screens in approximately 250 locations in 22 states. It also goes under the name of Cobb Theaters.

Child Labor Violations Revealed in U.S.

Nearly 300,000 children were illegally employed in the United States last year, according to a recent story published by the Associated Press.

Many farmers and factory owners feel free to exploit children because they know that existing child-labor laws are rarely enforced, the news service stated.

Recent statistics released by the National Institute for Occupational Safety and Health reveal that 70 children were killed on the job last year, and another 200,000 suffered workplace injuries and related health problems.

President Clinton alluded to the problem in his State of the Union Address, at which time he promised to introduce legislation to deal with this national disgrace.

Labor Campaign Launched in Texas

The latest television ad in the AFL-CIO's national campaign to improve the image of unions recently was launched at an elementary school in San Antonio Texas.

AFL-CIO Executive Vice President Linda Chavez-Thompson, who herself rose through union ranks in San Antonio before attaining national office, said of the ad campaign, "We just haven't bragged enough about the good that unions do. We need to bring the voice of unions to working people who haven't had the opportunity to join a union."

Produced in both English and Spanish, the ad features Mary Huerta, a kindergarten teacher from San Antonio, who also is a member of the American Federation of Teachers. She is shown with her class, explaining how belonging to a union encourages her to stand up for what she believes is right for children.

Within the next couple years, the \$40 million campaign is expected to expand to a dozen cities.

Another TV ad features a nurse, construction worker, hotel food worker and Harley-Davidson plant worker, all explaining how union membership has helped them succeed in their careers.

New Maritime Museum Dedicated to Great Lakes

There are many maritime museums across the country, but the Great Lakes Lore Maritime Museum, located in downtown Sebewaing, Mich (along the shore of Saginaw Bay, which is part of Lake Huron), is the only one created and dedicated to preserving and promoting the history and heritage of the Great Lakes shipping industry.

The museum was founded by Ed Brklacich who, as a boy, lived in the downriver area of Detroit. Besides a fascination with boats, he had little to do with them until later in life, following his retirement from the public school system. He then set up a frame shop in Sebewaing where, among other items, he stocked and sold maritime prints. His fascination with ships, lighthouses and maritime history soon developed into a personal collection of Lakes memorabilia.

Brklacich was asked by the local arts council to help create a display of the history of those who spent their lives on the water.

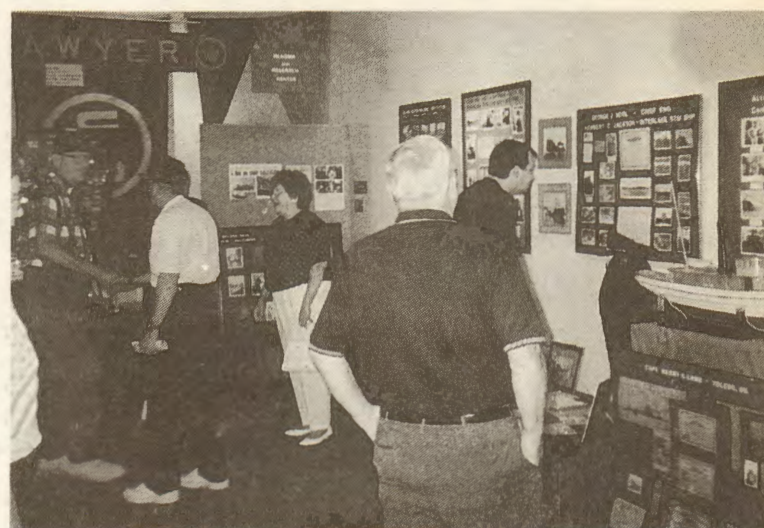
"After we did the art council displays, we also got into doing some nautical exhibitions," he said. "It was then I realized the enormity of it all."

Brklacich began showing his exhibit to the public and then took it on the road to other port cities along Lake Huron.

Eventually, he decided there was a need for a permanent place to store his growing collection of seafaring artifacts and memorabilia.

In April 1995, the former Sebewaing Masonic Temple was up for sale. He purchased it and put a lot of work into its refurbishment. The 2,000 sq. ft. museum opened in July 1996.

Much effort also went into



Various artifacts are displayed in the Great Lakes Lore Maritime Museum, dedicated to preserving the heritage of Great Lakes shipping.



Ed Brklacich (at podium) officiates at the dedication of the Great Lakes Lore Maritime Museum on August 8, 1997. With him are (from left) Chuck Horn, Capt. Pat Owens and Ed Little, all retired from Great Lakes fleets.

collecting the artifacts for the displays, and Brklacich traveled many miles, conducting interviews and asking for support.

Boat captains, mates and other seafaring people have contributed to the vast collection. It includes personal effects, pictures, licenses, letters, personal stories and many other items either donated or on loan by various mariners.

The emphasis, Brklacich noted, is on recognizing the men and women who have worked on Great Lakes ships. He added that the Great Lakes Lore museum is unique because it deals mainly with the people who sailed the Great Lakes, not just the boats.

Great Lakes Lore (G.L.L.) is a nonprofit organization dedicated to preserving the lives, stories and memories of those individuals who worked aboard Great Lakes ships. Each year, a number of sailors are inducted into the G.L.L. The inductees have a

pictorial/informational display containing a list of the ships on which they served, the years worked on the Lakes and some memorable events in their careers.

There also is a video library in the museum and a reading and research room. A yearly luncheon is held for retired mariners to get together and share stories of their lives on the Lakes, and a quarterly newsletter is sent out to the membership.

"I have such a deep respect for these men and women," Brklacich said of Great Lakes mariners, many of whom live in the immediate area. "I only hope once some of them see what we are trying to do, they will join us."

Brklacich added that the G.L.L. is always looking for people who have sailed on the Great Lakes. Those who would like to contact him may call (517) 883-9093.

Are You Receiving All Your Important Mail?

In order to ensure that each active SIU member and pensioner receives a copy of the *Seafarers LOG* every month—as well as other important mail such as W-2 forms, pension and health insurance checks and bulletins or notices—a correct home address must be on file with the union.

If you have moved recently or feel that you are not getting your union mail, please use the form on this page to update your home address.

Your home address is your *permanent* address,

and this is where all official union documents will be mailed (unless otherwise specified).

If you are getting more than one copy of the *LOG* delivered to you, if you have changed your address, or if your name or address is misprinted or incomplete, please fill out the form and send it to:

Seafarers International Union
Address Correction Department
5201 Auth Way
Camp Springs, MD 20746

HOME ADDRESS FORM

4/98

(Please Print)

Name: _____

Phone No.: () _____

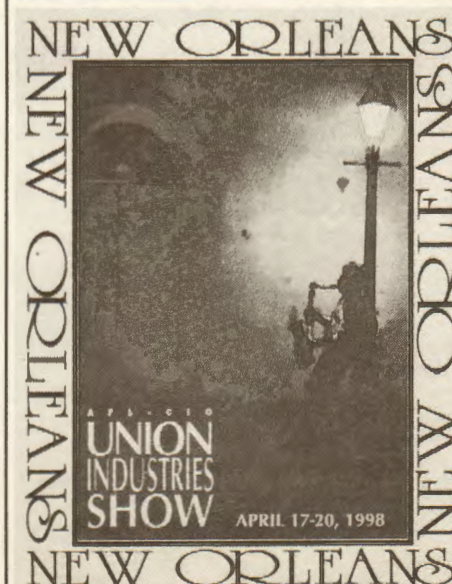
Address: _____

Social Security No.: _____ / _____ / _____ Book No.: _____

Active SIU Pensioner

Other _____

*This will be my permanent address for all official union mailings.
This address should remain in the union file unless otherwise changed by me personally.*



AFL-CIO Union Industries Show

This year's AFL-CIO Union Industries Show, featuring more than 300 unions and companies with union-represented employees, will be held at the convention center in New Orleans, April 17-20.

Those attending will enjoy free admission, samples, gifts, prizes, demonstrations, exhibits and much more.

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.)

Captain Proud to Serve With Bobo Seafarers

In the middle of the night of November 5, 1997, the crew of the 2nd Lt. John P. Bobo was called out to assist in getting underway from Rota anchorage during a sudden and violent storm that eventually drove the vessel ashore. In the days following the grounding, the deck department, engine depart-

ment and steward department performed feats of seamanship and showed a dedication to duty that was beyond belief.

In the deck department, Bosun **Bill Bratton** and ABs **Roy Conn**, **Brian Post**, **Bill Michael**, **Mike Conley**, **Darryl Atwood** and **Bill Kosonen**, assisted by Chief Steward **Rich Gray** and the SAs on tag lines, managed to discharge two LCM-8s and six pieces of lighterage. This task is usually performed by about 60 military personnel. The QM/pumpman, **Victor Mull**, also put in long hours transferring ballast to accomplish the refloating. All this was done with no complaints and a high degree of professionalism. The SIU can be proud to be

able to supply men of this level of competence and their actions under adverse conditions were in keeping with the long tradition of seamen being able to accomplish any task, under any conditions. Other crew I have not mentioned also contributed to this effort.

I am proud to have been able to serve with these men, and as a former SIU member of 13 years, I can honestly say they were equal, if not superior, to any of our brothers who served our profession in the past.

The ship was finally refloated on the night of November 10, thanks in great part to their efforts.

Capt. John F. Maytum
Master, 2nd Lt. John P. Bobo

Pension Bonus Is Greatly Appreciated

I want to thank you and the pension plan for the \$500.00 Christmas bonus this past year. You have no idea how that makes the new year seem brighter. I am one of the oldtimers on a \$300.00 permonth pension. It gets harder all the time to make ends meet.

I used to walk the Isthmian Steamship Co. picket lines. Hang in there! I know it gets harder all the time to hold it all together.

I just had to sit down and two-finger this letter to you with my thanks.

Richard J. McConnell
Long Beach, Calif.

Seafarer Doubles As Movie Extra

Enclosed is a recent photograph [at top of page] of Tom



SIU member Tom Gingerich (left) joins actor Bill Paxton on the set of "A Bright Shining Lie," filmed in Kanchanaburi, Thailand.

Gingerich—a long-time SIU member—with the actor Bill Paxton. Tom was an extra in a made-for-TV movie (HBO) entitled "A Bright Shining Lie," recently filmed in Kanchanaburi, Thailand (Gingerich played a soldier).

Gingerich has been sailing as a chief cook since leaving the S.S. *Independence* in 1995.

Don and Vicky Irvine
Sparks, Nev.

Retiree Thanks Union For All Efforts

I would be less than grateful if I didn't thank the trustees of our welfare plan for their efforts on behalf of myself and my fellow retirees when circumstances permit.

It seems we are all very much concerned about El Niño, and rightly so. I realize it's a threat to everybody who is faced with the bad weather caused by it, especially Seafarers.

I only thank my lucky stars that it didn't happen when I was

on active duty, which included World War II. Even then, we had enough to put up with, including air raids and sinkings of our cargo vessels by subs and bad weather, as well as the accidents while in port and burials at sea.

Now that I look back on my time with the union, I'm very thankful for the cooperation I received from all hands in time of need.

Clarence L. Cousins
Butler, Pa.

Pic-from-Past Elicits Recognition

Regarding your "Pic-from-the-Past" on page 16 in the June 1997 LOG—I was a member of the SIU from 1953 until 1961. When I joined the MEBA, I was on the S.S. *Ines* from June 8, 1953 until September 9, 1953 as an oiler. The ship ran from the East Coast to San Juan, Mayaguez and Poince. Hope this information helps.

Daniel B. Stutzman
Havertown, Pa.

Picking Up a Good Book



Inland Seafarer Martha "Marty" Smith recently received her SIU book at the union hall in St. Louis. A cook who sails with *Orgulf*, Smith served on the negotiating committee which helped deliver the contract overwhelmingly approved by the boatmen late last year. Sister Smith enthusiastically described the experience of picking up her book as "cool."

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 condi-

tions 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.

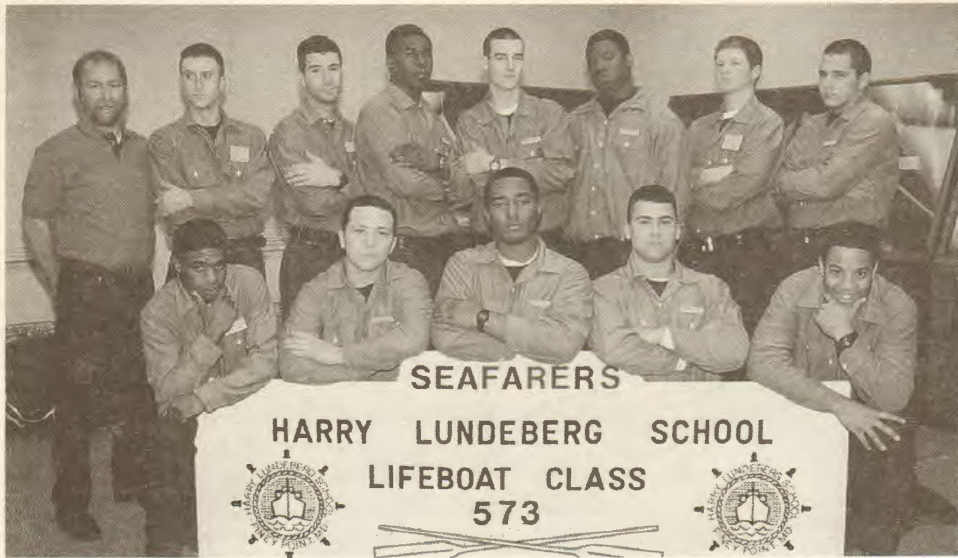
If any member feels that he or she is denied the equal rights to which he or she is entitled, the member should notify union headquarters.

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.

Lundeberg School Graduating Classes



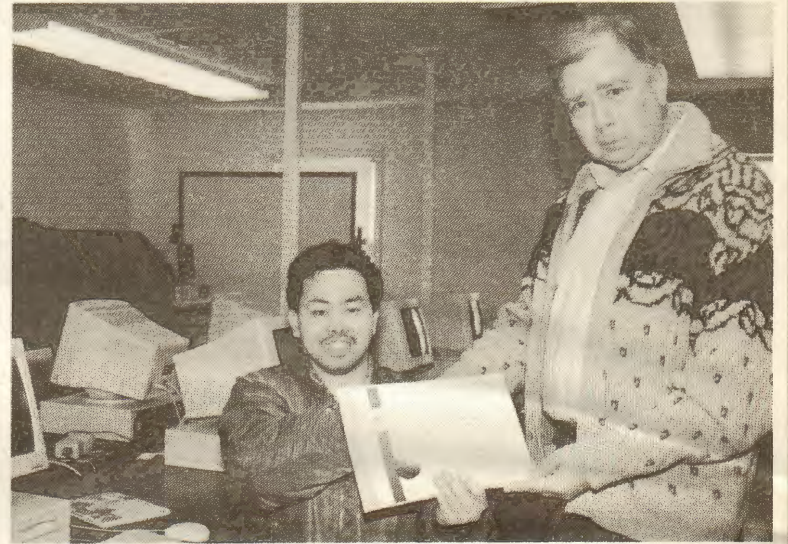
Trainee Lifeboat Class 573—Graduating from trainee lifeboat class 573 are (from left, kneeling) Al Seay II, Cory Moran, Marcus Ross, John Stusnick, Brian Kimbrough, (second row) Ben Cusic (instructor), Adam DesRosiers, Eldon Palmer, Jason Roberts, Jason Kennedy, Nigel Jefferson, Shane Clarke and Donald Ippolito.



Inland AB—Upgrading graduates of the inland AB class on March 3 are (from left, kneeling) Casey Taylor (instructor), Richard DeWitte, Donald Olson, Matthew McNally, (second row) Daniel Grant, Donald Gimpel, Mohamed Said, Paul Eich, Gregory Kennedy, Scott VanEnkevort and Mark Nicholson.



Upgraders Lifeboat—Certificates of training were received by the following SIU members, who graduated from the upgraders lifeboat class on March 4. They are (from left, front row) Lauro Mangahas, Denis Cossio, Bonnie Spivey, Said Abdullah, Ben Cusic (instructor), (second row) Porfirio Alvarez, Christopher Gibson, David Kuithe and Tom Komenda.



Computer Class—Third Cook Chris Amigable recently completed the Galley Operations, Tanker Operations and computer classes. Above, he is awarded a certificate by instructor Rick Prucha for his computer achievement.



Basic Firefighting—SIU members completing the basic firefighting class on February 25 are (from left, kneeling) James Grant, Larry Bosworth, Antonio Francalancia, Melvin Hite, Sirio Centino, Eddie Banks, (second row) Yahya Mohamed, Ali Mohamed, Allan Rogers II, Paul Sullivan, John Penrose, Robert Laidler, Jaime Velasquez, (third row) R.J. Johnson, Jeff Lill, John Walsh, Jerry Smith and John Smith (instructor).

Able Bodied Seaman—Seafarers graduating from the able bodied seaman class on March 3 are (from left, kneeling) Shawn Tapp, Brian Talley, Marcos Rivera, Alton Glapion, Godofredo Milabo III, Tom Gilliland (instructor), (second row) Steven Thomas, James Orlanda, Ronald Johnson, Gene Butson, Ernest Gay, Jason Monroe, William Tripp, David Puher, (third row) Marvin Spears, Wesley Daggett and Woodrow Brown.



LUNDEBERG SCHOOL 1998 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning in May, June and July 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	June 1 July 27	July 10 September 4
Radar Observer/Unlimited	July 13	July 24
Celestial Navigation	May 4	June 12
Bridge Management	July 27	August 7
Limited License	May 4	June 26

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	May 4 July 27	June 12 September 4
Marine Electrical Maintenance I	June 1	July 10
Marine Electrical Maintenance II	July 13	August 21
Diesel Engine Technology	July 20	August 28
Crane Maintenance Electrician (Sea-Land)	May 18	May 29
Power Plant Maintenance	June 8	July 17
Pumproom Maintenance & Operations	July 13	August 7
Hydraulics	June 15	July 10

Steward Upgrading Courses

Course	Start Dates Only
Galley Operations/Certified Chief Cook/Advanced Galley Operations/Chief Steward	May 4, May 18, June 1, June 15, June 29, July 13, July 27

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/Assistant (DL)	May 25 July 20	June 13 August 8
LNG Familiarization	July 6	July 10
Basic Firefighting	May 4 May 18 June 1 June 15 July 20	May 9 May 23 June 6 June 20 July 25
Advanced Firefighting	May 18 June 22 July 27	May 30 July 3 August 8
Government Vessels	May 18 June 15 July 13	June 5 July 2 July 31
Tankerman (PIC) Barge	May 11	May 15
Water Survival	May 18 July 13	May 30 July 25

Recertification Programs

Course	Start Date	Date of Completion
LNG Recertification (includes 2 weeks of firefighting)	May 18	June 5
Bosun Recertification	July 27	September 8
Steward Recertification	June 29	August 3

Academic Department Courses

Course	Start Date	Date of Completion
High School Equivalency Program (GED)	June 22	September 12
English as a Second Language (ESL) or Adult Basic Education (ABE)	June 15	July 24
General Education Courses	June 29	August 7
Introduction to Computers	Self-study	

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

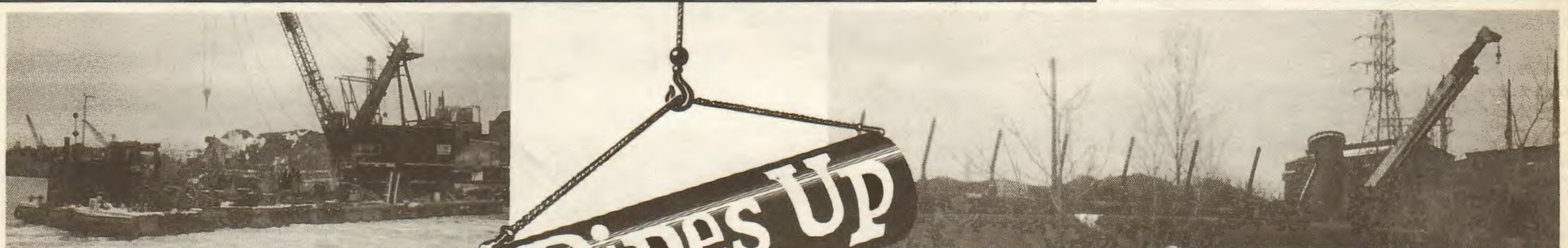
RETURN COMPLETED APPLICATION TO: Lundeberg School of Seamanship, Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075.



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

Vacation at Piney Point

Now is the time to start thinking about a summer vacation. The Lundeberg School can provide you and your family with all the ingredients for a memorable summer holiday. For additional information and rates, see page 14.



Luedtke Crew With Airtight Execution

A layman probably would consider it an extraordinary feat to assemble a 106-foot, 15-ton defusing pipe and then install it in the ice-laden Detroit River in January.

But to the Seafarers employed at Luedtke Engineering Co. who completed the job earlier this year, it qualified as a relatively brief and uncomplicated assignment.

"It took nine days," recalled tugboat Captain **Fran Bellant**, one of four SIU members who participated in the task. "This was a very short job. Many others last for months or entire seasons."

Still, it involved 10- to 14-hour days in freezing temperatures, including many hours of underwater work by Divers **Chad Mills** and **Scott Barnes**. Bellant kept the tug and derrick barge steady against ice floes and stayed in constant communication with the divers when they were down. All four Seafarers, including Welder **Bud Cropek**, helped assemble the massive pipe, which was lowered by crane into the river.

"We dug the hole for the pipe, assembled the pipe and then attached it" to an existing piece on shore at the Great Lakes Steel plant, located along the river just south of Detroit, noted Bellant.

The purpose of the job essentially involved aesthetics. Reddish material from the taconite used in making steel had been quite evident in that area of the river, causing consternation among local citizens and, eventually, the Environmental Protection Agency, even though the dye was harmless.

"That's a high-traffic area for pleasure boaters and fishermen. People thought the taconite material was toxic waste," explained Don Thornton, Algonac, Mich. SIU representative, who provided the photos accompanying this article.

Seafarers successfully installed the pipe approximately 15 feet beneath the surface, and the new equipment diluted the taconite coloration as planned, so that none remains visible.

Afterward, company officials praised the SIU members for their efficient work.

"They did a terrific job, which is typical," said Project Manager Tom Zakovich.

"All of our SIU guys are well-trained and good workers. That's a big reason why we're able to



For divers like Chad Mills, working underwater usually means zero visibility.



"You just work by feel," says Scott Barnes of his beneath-the-surface tasks.



Captain Francis Bellant says there are two keys to withstanding winter on the Great Lakes: "dress appropriately and drink plenty of coffee!"

do so many different types of jobs," stated Paul Luedtke, secretary-treasurer of the Frankfort, Mich.-based company.

Indeed, Luedtke tackles a wide range of marine construction jobs throughout the Great Lakes region, including dredging harbors and installing breakwalls, among many other chores.

"Anything in marine construction, they'll dig into it," observed Bellant, who joined the Seafarers in 1957.

He cited the difficult and complicated bridge repair job completed a year ago by Luedtke Seafarers (see April 1997 *Seafarers LOG*, page 8) as a prime example of the crews' versatility. That assignment involved building and installing a replacement joint on the Norfolk Southern railroad bridge, just outside Detroit. SIU members literally worked around-the-clock for six weeks to get the job done.

By comparison, the recent pipe installation was simple—although it featured the added element of underwater work.

"It's actually safer under water in some ways, because people are very mindful to take precautions and make sure everything is done right," said Barnes. "You get tired a lot quicker from moving in the water, but basically you use hand tools in the same way you would on the surface."

While protective suits enable Seafarers to work in frigid underwater conditions for several hours at a time, one of the biggest challenges of such work is the characteristic lack of visibility. Divers in that region usually have zero visibility and almost never more than a foot or two.

"You just work by feel," explained Barnes, who has worked at depths of up to 150 feet.

But no matter the job, the season or the location, Luedtke Seafarers keep the company's tugboats, launches, dredges, derricks and other floating equipment at the ready.

"It's not like working on a production line, where your environment is controlled by heating or air conditioning and you basically stay in one place all the time," observed Bellant, who has upgraded at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. "But the members here are up the task."



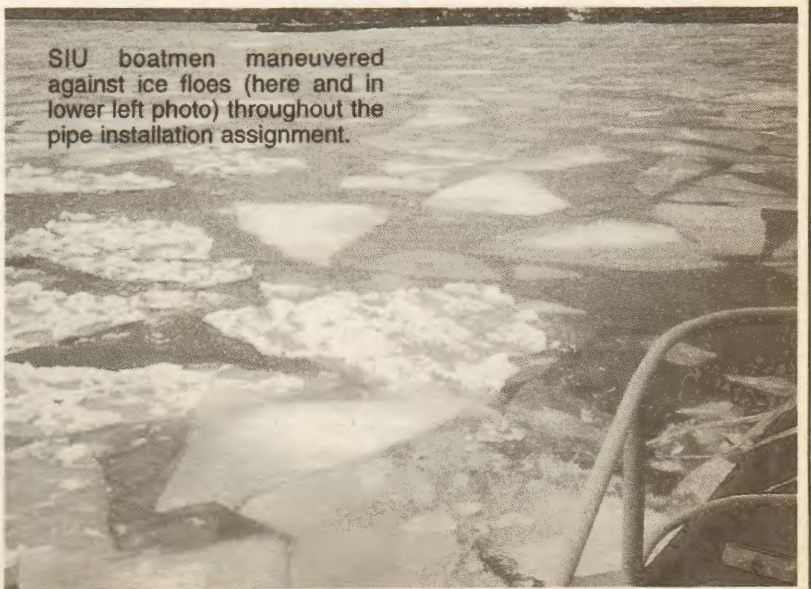
Tugboat Karl E. Luedtke ties up in Nicholson's North Slip in Detroit for a crew change.



Using an angle iron to weld a lift support is Seafarer Bud Cropek.



Based in Frankfort, Mich., Luedtke Engineering Co. handles all kinds of marine construction jobs.



SIU boatmen maneuvered against ice floes (here and in lower left photo) throughout the pipe installation assignment.

