



The Seafarers Log

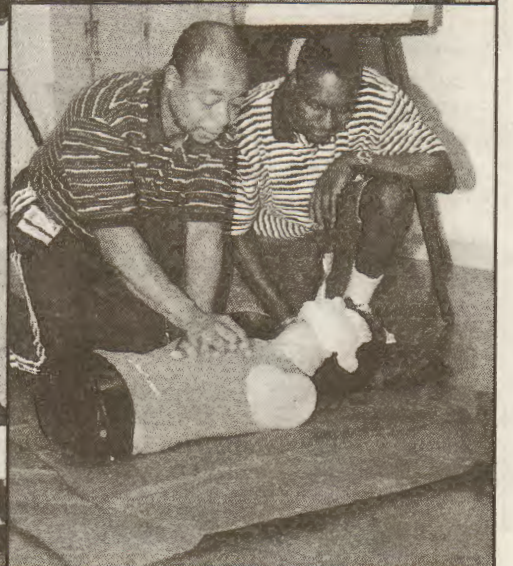
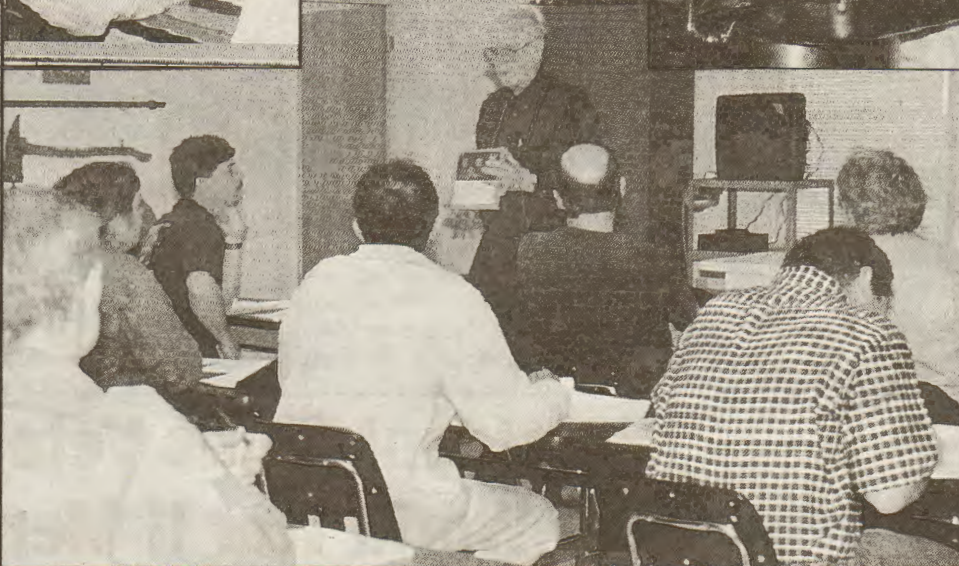
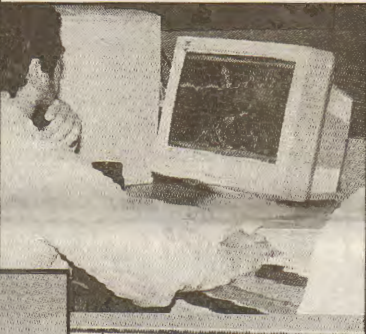
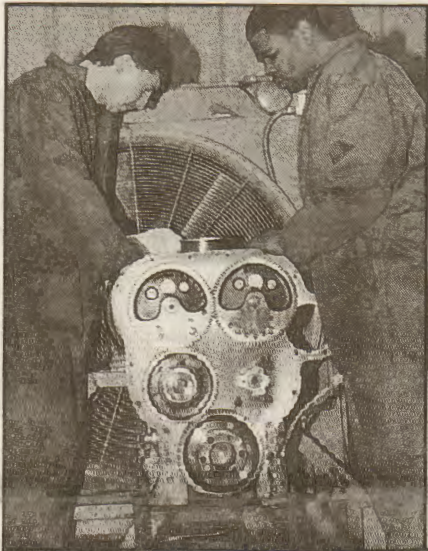
Official Organ of the Seafarers International Union • Atlantic, Gulf, Lakes and Inland Waters AFL-CIO

GEARING FOR THE 21st CENTURY

Paul Hall Center Announces Schedule for 1999

Vocational training is a vital part of being a Seafarer. With more and more regulations governing mariners, the place for SIU members to turn is the Paul Hall Center for Maritime Training and Education, located in Piney Point, Md. The center and its Harry Lundeberg School of Seamanship provide hands-on training and classroom instruction for members sailing in all three shipboard departments. This helps enable Seafarers to earn new endorsements and advance their careers. The school also offers various academic studies aimed

at boosting members' shipboard work. For 1999 course descriptions and a schedule for the first half of next year, see pages 11-14.



SIU Crews Another Double Eagle Tanker

Page 3

It's Official: President Signs Extension for WWII Mariners

Page 2

Great Lakes AB – And Proud Of It!

When Seafarer Grant Hult upgraded to AB, he wanted to motivate fellow members to likewise successfully complete the course at the Paul Hall Center for Maritime Training and Education. Hult chose an interesting means of appealing to his SIU brothers and sisters – personalized Illinois license plates, pictured at right. These days, Hult sails with Great Lakes Towing, in the Chicago area.



Greetings from at sea and ashore
Pages 10, 15

HOLIDAY GREETINGS

Beck Notice
Page 8

President's Report

The Need to Act Globally

For the past few months, you have read stories in the *Seafarers LOG* about the ITF exhibition ship *Global Mariner's* dockings in the United States during its world tour.



Michael Sacco

On this page is a story about the recently completed ITF Congress in which John Fay, Dave Heindel and Spiro Varras represented the SIU as delegates.

And in almost every issue of the *LOG*, you will find an article on how the union's ITF inspectors—Varras, Edd Morris and Don Thornton—are working to help foreign mariners gain what is rightfully theirs from unscrupulous shipowners and agents.

Why is the SIU involved in these activities? Because the actions taken by the ITF against runaway-flag shipping affect each and every member!

I don't have to tell you that there are some business people and companies who think the more profit they can make no matter the cost on people and material the better. These people have a philosophy of, 'I've got mine, the rest of you fend for yourselves.'

Now, there is nothing wrong with making a dollar, as long as it's done honestly. Nobody operates a business just out of the goodness of their heart. They want and deserve to see a reward for their efforts.

But what some people do to foreign seamen is not only inhumane, it is criminal. And if they can get away with it, then others will follow suit.

That is why we work with the ITF in its efforts to expose the shipowners, manning agents and national registry services who turn their backs on the needs of seamen for food, safety and wages.

In the world's most global industry, Americans cannot isolate themselves and let their brother and sister mariners fall prey to such outrageous tactics. Every time an ITF inspector arrests a ship because the crew has nothing to eat, has not been paid for half a year or lacks needed safety equipment, it sends a message that these owners and agents cannot get away with their horrendous tactics.

The SIU stays involved to ensure the world's shipping standards are not lowered to meet the greed of these shipowners and agents. The SIU works with the ITF to raise the living and working conditions of the world's mariners, to help them increase their wages.

As long as these substandard ships are allowed to carry cargo on the high seas, they remain a threat not only to the mariners who crew them but also to Seafarers whose job security is threatened because cut-rate shipping is available to those who don't care how their cargo is moved.

The effort to stop runaway-flag shipping is never ending. The ITF has been fighting it for 50 years and the SIU has been there working to end it as well.

We have had an impact in increasing wages and improving working conditions aboard runaway-flag vessels. We have had an impact on port-state control and the inspections they conduct when vessels tie up in their harbors. We have had an impact by pushing for stronger international regulations.

Now the ITF's *Global Mariner* is drawing more attention to the problems of globalization. The more the public knows about what goes on at sea, the better the chances are that improvements will be made.

Unfortunately, there is no magic wand to make it go away tomorrow. That is why the SIU is involved on the global level, to make sure someone is watching out for the interest of American mariners while standing up for seamen worldwide.

Happy Holidays to One and All

It is hard to believe we are almost at the end of another year. The SIU has enjoyed many blessings throughout 1998 with new ships, more jobs and growing educational opportunities at the Paul Hall Center. And we have so much more to look forward to in the coming year, decade and century.

For those who are working and those fortunate to be with their loved ones—to each and every Seafarer and their family members—may this be a wonderful holiday season and a Happy New Year.

Volume 60, Number 12

December 1998

The SIU on line: www.seafarers.org

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



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

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

ITF Rededicates Organization To Fight Substandard Shipping

SIU's Fay Remains Seafarers' Chairman At Federation's International Congress in India

The International Transport Workers' Federation (ITF) is expanding its quest to make the world's seas safer by announcing it will go after substandard national flag vessels as well as those flying runaway flags.

The ITF declared its intent at its 39th Congress, the highest decision-making body for the London-based organization, in New Delhi, India. Among the other actions taken at the quadrennial event held October 29 through November 5 was the election of SIU Executive Vice President John Fay to a full four-year term as chairman of the ITF Seafarers' Section.

The SIU is one of more than 500 transportation-related unions belonging to the ITF. Member unions come from more than 125 nations.

For 50 years, the ITF has combated the use of runaway-flag vessels by the world's shipowners. The ITF denotes these ships as being owned by a person or group from one country who registers the vessels in a non-traditional maritime nation in order to avoid the tax, labor, safety and wage laws of where the individual or companies are based. The crew—often from Asian nations like Sri Lanka and Indonesia—recruited to work aboard such ships are usually poorly trained, poorly equipped, poorly fed and underpaid by international standards. The ITF has documented some cases where a crew may go as long as one year without pay.

Changing Trends

Recently, the global organization has noted an alarming trend that some nations are allowing their national-flag merchant fleets to lower their standards to those found among runaway-flag vessels. The organization stated the reason for the decline by these national operations is to make



SIU Executive Vice President and ITF Seafarers' Section Chair John Fay (left) confers with ITF Asst. Gen. Sec. Mark Dickinson during the 39th ITF Congress, which took place recently in New Delhi, India.

their ships competitive in world trade.

The ITF pointed out there could be special risks in trying to help crews aboard a substandard national-flag vessel as opposed to a runaway-flag. One concern deals with diplomatic relations because the ITF inspectors, who are located worldwide, would be working with nations rather than commercial operations.

Therefore, the ITF will include on its list as substandard only those vessels that do not meet international safety and environmental standards and do not provide minimum international standards for the crew through benefits and wages. The organization will publicize the activities of such ships in the same manner it has done to bring shame to runaway-flag vessels.

Campaign Successes

In its report to the delegates, the ITF listed several successes in the battle against runaway flags since its 1994 meeting.

Among those are the doubling of inspectors around the world with more being appointed and trained; more than twice as many ships sailing under an ITF acceptable agreement; increased numbers of dock workers around the world involved in campaigns against substandard shipping; and

improved dialogue between the organization and shipowners, bankers and others on how the conditions found aboard runaway-flag vessels affect them. It also noted the success its exhibition ship—the *Global Mariner*—has had on its 18-month tour of the world. (See related story on page 6.)

Fay Elected

As noted above, the SIU's John Fay was retained as the head of the Seafarers' Section, one of seven groups within the ITF. Delegates elected him by acclamation. Fay became chairman of the section in 1995 when then chairman, Andres Lindstrom of Sweden, stepped down. Fay had served as vice chairman since 1992. NMU President Rene Lioeanje was elected a Seafarers' Section vice chairman for the North America region.

Also elected to a full four-year term as the chairman of the Dockers' Section was John Bowers, president of the International Longshoremen's Association.

American Maritime Officers President Michael McKay was named to the Seafarers' Section Fair Practices Committee. Masters, Mates & Pilots Secretary-Treasurer James Hopkins was appointed to serve on the committee's steering group.

President Signs Veterans' Extension For World War II Merchant Mariners

Veterans' Day has an all new meaning to the mariners who sailed in the U.S.-flag merchant fleet from August 16, 1945 to December 31, 1946.

These civilians who crewed the Victory and Liberty ships, the tankers and the troop transports now are eligible to receive Department of Defense honorable discharges for their service to the country and be called World War II veterans.

All of this is possible because President Bill Clinton signed into law the Veterans' Benefits Enhancement Act of 1998 on November 11. Congress had passed the legislation before it adjourned in October. Approximately 2,500 mariners are affected by this measure.

The law extends the benefits of being a World War II veteran to a group of seamen who were arbitrarily left out when veterans' status was bestowed in 1988 on those who crewed America's merchant vessels from December 7, 1941 (when Pearl Harbor was attacked) to August 15, 1945 (when Japan surrendered).

Members of the armed forces were declared veterans of World War II for serving from December 7, 1941 to December 31, 1946—the date President Harry Truman declared hostilities to be over.

Yet, despite statements of praise from President Franklin D. Roosevelt, General Dwight D.

Eisenhower and others on the brave and strategic role played by the merchant marine during the war, mariners were not extended veterans' status.

The campaign to bring such recognition came to a head in January 1988 when the secretary of the Air Force, the branch of the services that oversees veterans' matters, awarded the status following an eight-year court battle. However, the announcement stated World War II veterans' status for merchant mariners would end nearly a year-and-a-half before the other branches of the service.

Merchant marine veterans' groups joined with maritime unions, including the SIU, to lobby Congress for the extension. Bills were submitted in each Congress following the announcement, but they never got past the committee stage until this year.

Senate Majority Leader Trent Lott (R-Miss.) pushed the latest measure in the upper body while Representative Lane Evans (D-Ill.) introduced the extension in the House. Evans' bill eventually garnered 340 cosponsors before it was passed.

"Even though the fighting was officially over, these mariners risked their lives sailing in waters filled with mines and other dangers," noted SIU President Michael Sacco. "They strongly deserve this recognition from their country."

SIU Crews 3rd Double Eagle

SIU members last month sailed two Double Eagle tankers on their respective maiden voyages and also crewed a third such tanker, the *Diamond Shoals*, in Newport News, Va.

The *Diamond Shoals* is expected to sail in the near future, possibly sometime this month.

Operated by Interocean Uglan Management, the three vessels (including the *Cape Lookout Shoals* and the *Nantucket Shoals*) are built with double hulls in order to comply with the Oil Pollution Act of 1990. They are named after old U.S. Coast Guard light ships. (See story on page 8.)

Two more SIU-contracted

Double Eagles are being built in Newport News and are slated for delivery in 1999.

Bosun **Jessie Thomas**, a 30-year member of the SIU, is part of the first crew aboard the *Nantucket Shoals*.

"Everything's going smooth and we have a good crew," he stated as Seafarers busily prepared the ship for its first run. "With a new ship, of course, we're starting from scratch, so we're taking care of basic things. You check and double-check that everything needed is here."

Thomas, who has sailed on a wide variety of ships, added that it is enjoyable working aboard a

brand new vessel.

"You always look forward to better working conditions when you go on something new. Everything is modernized, and that's always a plus," he said.

Each of the Double Eagles is slightly greater than 600 feet long, with a beam of about 106 feet. Each can carry 342,040 barrels of cargo.

Owned by Hvide Marine Inc., the tankers will carry petroleum products along the Atlantic, Pacific and Gulf coasts. They were christened October 3 at Newport News Shipbuilding.

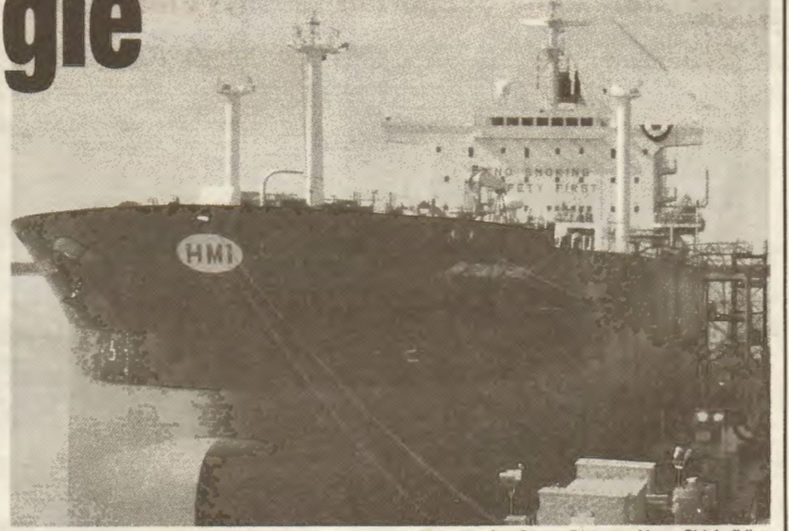


Photo by Stu Gilman/Newport News Shipbuilding

In November, SIU members crewed the *Diamond Shoals* in Newport News, Va.—the third Double Eagle tanker crewed by Seafarers.



Briefly pausing for a snapshot while they prepare the *Nantucket Shoals* for sailing are (from left) GVA Isaac Amoah, Chief Cook David Valle, QMED Willie Franks and Bosun Jessie Thomas.

Steel Problems Abroad Affect Great Lakes Economy Layup of SIU-Crewed Vessels Remains on Schedule

Economic problems in East Asia and Russia are having a profound effect in the United States with respect to the steel industry and, specifically, with shipping on the Great Lakes.

Because their economy is bad, no one in those countries is buying steel. Consequently, steel imports from Russia, Japan and, lately, Brazil are being dumped into the U.S. market, thereby causing a drastic cut in the output of the Great Lakes' enormous steel-making industry, lessening the demand for iron ore and resulting in slumping orders of ore shipments aboard SIU-crewed tankers. The foreign steel is being sold in the U.S. at below cost, thus violating international trade agreements while raising funds for their respective countries.

American iron ore, mined primarily in Minnesota, accounts for nearly half the cargo (by weight) transported on the Great Lakes. Record high levels of dumped foreign steel in September already have pushed iron ore shipments on U.S. vessels down 7.8 percent compared to last September.

"We're under an avalanche of dumped steel," said Glen Nekvasil, a spokesman for the Lake Carriers' Association, which represents the U.S. cargo fleet on the Great Lakes. "We haven't laid up any boats, but we may have to if this continues." (As this edition of the *Seafarers LOG* went to press, no early layups had been announced due to steel dumping or weather-related problems.)

Pressure on the Administration

Pressure on the government is one means of attacking the problem. Steelworkers President



George Becker and the chief executives of several major steel companies met with President Bill Clinton November 5 to discuss ways to stop the unprecedented volume of dumping foreign steel in the United States.

The "Stand Up for Steel" coalition (made up of 12 manufacturers and the United Steelworkers of America) has filed antidumping charges against Japan, Brazil and Russia. These unfairly traded imports, if annualized, would equal about half of U.S. steel shipments for 1998, the coalition said.

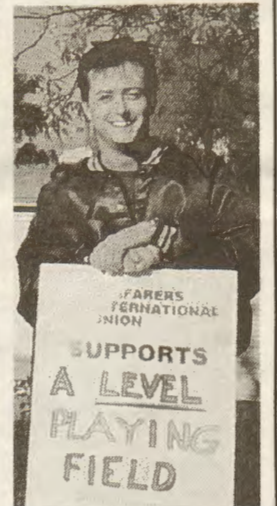
George Ryan, president of the Lake Carriers' Association, also asked for government support. He sent a letter to the Great Lakes congressional delegation, seeking its support for resolutions calling on the administration to defend the American steel industry from dumped steel.

"Our nation is being flooded with foreign steel, often priced below the cost of production," he stated in the letter. "In fact, during the past four months, steel imports have been the highest in U.S. history. This dumped steel is causing serious injury to the American steel industry. Already we have seen layoffs, short work weeks, production costs, lost orders and, most recent, Acme Steel's filing for protection under the bankruptcy laws."

Showing Support

Seafarers in the Detroit area recently attended a rally in Ecorse, Mich. at the National Steel Company to show support for the steel industry and its work-

Taking part in the National Steel rally in Ecorse, Mich. are (above, from left) Michael Mizzi, Port Agent Tim Kelley and SIU Representative Don Thornton and his son, Shane. At right is Field Representative Todd Brdak.



Supporters Continue to Speak Out for Jones Act

The nation's freight cabotage law continues to draw strong support from Congress and the military.

Speaking during the annual Admiral of the Ocean Seas (AOTOS) award ceremony in New York on November 13, House Minority Leader Richard Gephardt (D-Mo.) reiterated his unqualified support for the Jones Act. A few weeks earlier, U.S. Army Lt. General Roger G. Thompson Jr., the deputy commander of the U.S. Transportation Command (TRANSCOM), wrote the chair of the Senate Surface Transportation and Merchant Marine Subcommittee that his agency opposes "any change in the law."

The support for the Jones Act, part of the Merchant Marine Act of 1920, comes immediately following the adjournment of the 105th Congress in which several bills were offered to amend the law, but none passed. While in session, more than 240 members of the House (including Gephardt) from both parties became cosponsors of a resolution supporting the act, which states goods moved between two domestic ports must be carried aboard U.S.-flag, U.S.-built and U.S.-crewed vessels.

In an article written by Peter Tirschwell and printed November 17 in *The Journal of Commerce*, Gephardt told the AOTOS audience, "We need to protect the Jones Act. I will continue, and I know a lot of my colleagues in both parties will continue, to fight to protect this critical piece of legislation."



Lt. Gen. Roger Thompson

Rep. Richard Gephardt

"I will always work to protect a strong merchant marine capability in our trade negotiations with other countries."

Gephardt, a longtime supporter of the U.S.-flag fleet, also called for Congress to maintain its support for cargo-preference legislation.

In his letter dated October 20 to Senator Kay Bailey Hutchison (R-Texas), Gen. Thompson reaffirmed TRANSCOM's solid support for the freight cabotage law.

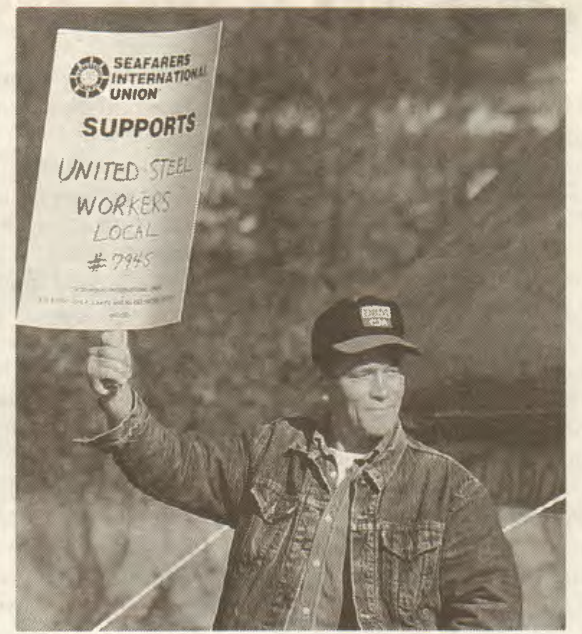
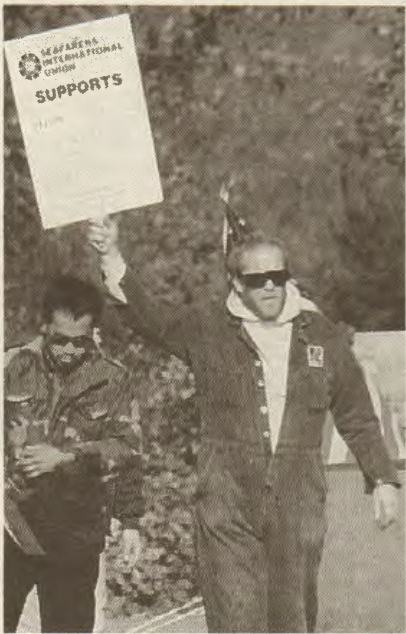
"The Jones Act is vital to our national security and TRANSCOM supports the U.S.-owned, U.S.-built and U.S.-crewed requirements. These conditions ensure that our country has a ready pool of assets, mariners and an industrial base which are vital to preserving our national security.... I urge you to fully support the Jones Act and resist efforts to amend the law," Thompson stated.

TRANSCOM is a combined effort of the nation's armed forces to oversee the movement of U.S. troops and materiel around the world. The subcommittee headed by Hutchison was considering a bill that would have allowed foreign-flag vessels to carry passengers between U.S. ports. The Texas senator also is a consistent supporter of the U.S.-flag fleet.



SIU VP Great Lakes Byron Kelley delivers words of support to local workers in the steel industry.

Seafarers Lend Support to Tacoma Steelworkers



Seafarers were in full view at a recent rally, supporting the Steelworkers of Local 7945 in Tacoma, Wash. in their strike against Kaiser Aluminum. The company wants to cut employment levels at all five of its plants (Tacoma; two in Spokane, Wash.; Newark, Ohio; and Gramercy, La.), including 32 jobs at the Tacoma site. Kaiser also wants the right to contract out hundreds more jobs. Under Kaiser's new proposal, wages, pensions and health insurance benefits would not conform to industry standards (like those at Alcoa or Reynolds). Additionally, Kaiser's proposal of a five-year contract would lock the Steelworkers into a substandard agreement for five years with no hope of improvement. Among the Seafarers participating in the rally are (left photo) Gil Manion and Bob Snow; (center photo) Ronnie "Woody" Woodruff, Bosun Vern Poulson and Kenny Clinton; (right photo) Crane Maintenance Electrician Jim McBride.

Aboard the *Richard G. Matthiesen*

A 1st Person View from the Top of the World

"Bringing fuel to the frigid"—that is the basis upon which Operation Pacer Goose was founded. Recently, the annual resupply mission of petroleum products to the U.S. Air Force Base at Thule, Greenland was carried out aboard the *Richard G. Matthiesen*.

Like her sister ships, the *Gus Darnell*, *Paul Buck*, *Lawrence Gianella* and *Samuel Cobb*, the *Matthiesen* is operated under a long-term charter with the U.S. Military Sealift Command (MSC). The Ocean Shipholding Inc. tankers routinely refuel U.S. Army, Navy, Air Force, Marine Corps and Coast Guard bases throughout the world.

The Thule base is located on the northwest coast of the largest island in the world—Greenland. It sits 695 miles north of the Arctic Circle and is locked in by ice nine months of the year. Ice conditions lessen a bit during the months of July, August and September, when supply ships can reach the military base. The area is frozen over again by October.

For Chief Steward **Michael A. Pooler**, this was his second time aboard the *Matthiesen* as it made its refueling run.

In a recent letter to the *Seafarers LOG*, Pooler describes the voyage:

"Operation Pacer Goose 1998 was, once again, a success. We began the long journey to the North Pole (Thule, Greenland) by following the Canadian Coast Guard Cutter *Terry Fox* as its blades cut through the thick, frozen ice. We saw icebergs and glaciers along the way. The cool, fresh air was still as it hit your face but, surprisingly, it wasn't freezing. The bright sunshine, which burned 24 hours a day, warmed the atmosphere enough for me to wear only a jacket.

"It was, in fact, beautiful—scenery like you might see on TV, but this was real.

"I even tasted water from an iceberg while touching one up close. Being inside the cavity of an iceberg was a heavenly experience. The water droplets tasted better than store-bought spring water. Just underneath the lifeboat I was in was a huge mass of



Icebergs were a common sight for crewmembers sailing to Thule, Greenland aboard the *Richard G. Matthiesen*.

ice, three times the size of what was on top of the water. It looked like I was in a diamond ice palace. What a rush!

"The first time I was at the North Pole—two years ago—three of the crew members told me they had seen a white polar bear on top of an iceberg. I personally didn't see it, but I do know there are polar bears in the regions of Greenland. I don't know when they appear; it's a certain time of year. It would have been nice to see one out here, since the only place I've seen one is in the zoo. This time nobody saw one. When you're in the Arctic waters, a trip is not complete unless you've seen a polar bear. Well, so much for this trip.

"We were caught in a storm on our previous trip to Thule—a storm that tore off the portside lifeboat, knocking out two portholes belonging to an AB. It made him jump out of bed, flooded his room and waterlogged whatever was on deck. That was too scary for anyone to fathom. This time the trip was calm and peaceful.

"When we reached Thule Air Force Base and completed our chores, we rode a launch to shore. I and a group of co-workers caught a taxi on the short pier. We drove up a dirt road and then onto an asphalt road until we reached the "Top of the World Club." When we stepped out of the taxi, the first thing I shouted was "The world is mine!" It was then that I realized that I was literally on top of the world.

"We walked into the club. There was a nice restaurant and a bar with every kind of drink you could imagine—including orange juice! Farther back was a minia-

ture discotheque that also served as a bingo hall and movie theater on other nights of the week.

"To me, the Top of the World Club was the highlight of the island, and I met some great people. The base also has a clinic, PX, barber shop, gym with a full court basketball setup and lots of state-of-the-art equipment to work out on.

"One disappointment was the phone setup. A person could only make one call to the States in the daytime because the lines had to be saved for personnel living there. We could use the phone at midnight, but since the last launch back to the ship was at 2330, we didn't get to make many calls.

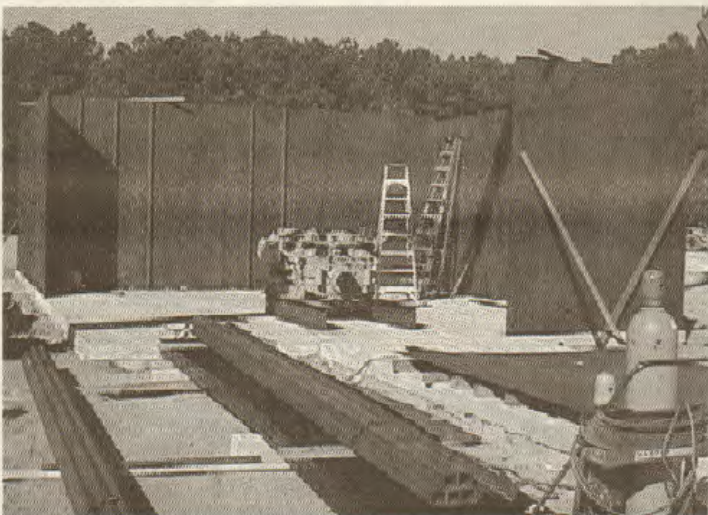
"When it was time to leave Thule for Killingsworth, England, we were at a standstill in the fog for three days.

"For some people, one trip to Thule is enough. I did it twice. Call me a glutton for punishment? Nah, sometimes certain things come with the job."



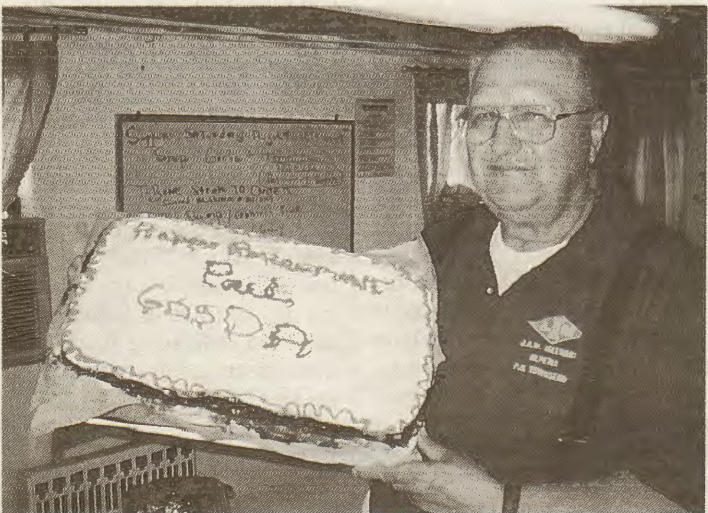
This was the second voyage to Thule for Chief Steward Michael Pooler, who sent the *LOG* this account of his most recent trip.

Fire Fighting School Construction Continues



Unusually dry weather has facilitated construction of the Joseph Sacco Fire Fighting and Safety School, located in Piney Point, Md. Some of the actual buildings had been partially finished as of late November, and construction was proceeding at a brisk pace. SIU members will take basic and advanced fire fighting, water survival, first aid and CPR, damage control and confined-space safety training at the six-building complex, which is part of the Paul Hall Center for Maritime Training and Education. The facility will open in 1999.

Smooth Sailing for Gosda



Paul Gosda, 65, shows off a cake baked for his retirement party aboard the *American Republic*. Gosda joined the SIU in 1957 in the port of Buffalo, N.Y. and sailed in the deck department as an AB/wheelsman. He also is a veteran of the Korean War. Born in Plattsburg, N.Y., he resides in Windsor, Ontario (Canada) and will continue to live there in his retirement.

Social Security Debate Faces Congress on Its Return

AFL-CIO Continues Effort to Modify Successful Program to Benefit Working Families

Although the 106th Congress will not be sworn in until next month, the national debate for a major issue the legislators will face when they get down to business already has begun.

This month, the White House is scheduled to host a conference on how to prepare Social Security to meet the challenges of the next century. The conference will feature scholars, economists, retirees and average Americans to make sure Social Security remains vibrant and solvent for decades to come.

In order that a vocal minority who wants to see the privatization of Social Security does not run roughshod in the media and with legislation, the AFL-CIO Executive Council put forward a seven-point plan in August.

As laid out by the national labor federation, highlights of the plan include:

- assurance that Social Security will continue to provide retired and disabled workers, dependents and survivors with a guaranteed monthly benefit, protected

against inflation for life;

- benefits not be subject to the whims of the market and never substitute private accounts for the core defined benefits now provided by the federal program;
- a promise that the age when workers are eligible for early or full benefits will not be raised;
- the continuation of Social Security to provide family insurance protection with benefits that cover dependent and surviving children and spouses in addition to disabled and retired workers;
- the program to keep replacing a larger share of past earnings for low-income workers and to provide bigger benefits to workers who earned higher wages during their careers; and
- a vow that government budget surpluses will be used to save the system first, rather than be used to provide tax cuts.

In announcing the plan, AFL-CIO President John Sweeney said the needs of

working people must be addressed in the debate. He pointed out the federal program had a strong and dependable record of paying its benefits on time for more than 60 years.

He then pointed out a major risk of privatizing the system includes not just the financial strain, but also the physical and mental toll it will take on working families.

"It is time that the full truth be told about the high costs of privatization that America's working families will be forced to pay: retirement ages that are jacked up to 70 and deep cuts in guaranteed retirement and disability benefits, as well as significant reductions in Social Security's inflation protection," stated Sweeney.

The AFL-CIO acknowledged some adjustments are needed in the system, but warned against those people—especially with ties to Big Business and Wall Street—who are saying the program is in a state of crisis.

In its current financial state, Social Security can fully meet its obligations until

the year 2032. At that time, without any modifications, the system would have to cut benefits by 25 to 30 percent.

Approximately 44 million people receive Social Security benefits. Almost one-third (14 million) are disabled or surviving family members.

Established in 1935, the system was devised to provide a supplemental retirement income as well as to help those who are disabled or the family members left behind when a worker passes away. These still are the program's primary purposes.

Today, nearly one retiree out of every five counts on Social Security as the only means of income. In fact, only one-third of private-sector retirees receive private pensions. And less than half of ALL working families have ANY retirement savings.

In his State of the Union address last January, President Clinton declared 1998 should be used as a year to study the Social Security system so legislation could be presented in 1999 to make any needed changes.

Seafarers' Relative Makes International News; Survives Hurricane Mitch at Sea by Riding Log

For two Honduran-born Seafarers at sea, the news they were receiving aboard their respective vessels was not good.

Hurricane Mitch was devastating their homeland with strong winds and torrential rains. Day after day, for five days at the end of October, the storm battered the Central American nation as well as neighboring Nicaragua and El Salvador.

Floods and mud slides were wiping out communities and villages. Communications were cut off. Homes were being swept off their foundations or simply crushed in masses of moving dirt, debris and water. Roads and bridges no longer existed.

The exact number of people lost may never be known. As the *Seafarers LOG* went to press, the casualty count still was rising as it approached 15,000.

Because of the news reports, cousins Chief Cook **Julio Guity**

and **AB Victor Medina** knew Hurricane Mitch was battering the town of Santa Rosa de Aguan, where their families lived. They had no means of contacting anyone in the coastal community, but what little they had heard was grim.

Then, what both have described as "a miracle" occurred on the weekend of November 7-8: a family member had been found alive clinging to a log in the Caribbean Sea 50 miles from shore.

Guity received a telex aboard the *Patriot* (operated by Intrepid Ship Management) from his family in the United States that his sister-in-law, Isabel Arriola de Guity, had been rescued. He informed the captain, who worked with the steward department member to allow him to sign off when the tanker reached Wilmington, Calif.

When he was back on the

beach, a sister who lives in New York informed him his mother as well as his two sons also had survived the storm. They had stayed at the mother's house, which was still standing.

The same could not be said for his house. It had flooded and was washed away. The other news Guity received was not good, either. He had lost two brothers, two sisters and their families.

As for Medina, he received the news about his cousin as he was ending his relief tour aboard the *Overseas New Orleans* (operated by OSG Ship Management).

"It is a blessing that someone survived," Medina told a reporter for the *LOG*. "This has been just terrible."

Once Medina was ashore, he learned his 79-year-old mother and 14-year-old niece overcame the storm and its flooding by tying themselves to an electrical pole for three days before they were rescued.

"There has been nothing like this before," the deck department member stated of the disaster.

Days at Sea

The seafaring cousins then described what Isabel Arriola de Guity went through. (This account is supplemented by an article published November 10 in the *Houston Chronicle*, written by John Otis and Carl Horone.)

The pair said Arriola, her husband (Guity's brother) and their three children climbed on the roof of their Santa Rosa home to avoid the flood waters. Santa Rosa is on the Caribbean shore where the Aguan River empties into the sea.

Medina noted about 20 inches of rain had fallen when "a big tidal wave came in. The river broke the town in half and the sea broke into the river."

Guity's description added that "the water swept her and everybody on top of the house."

According to the *Chronicle*, this took place on October 28. She tried to keep a grip on her 4-year-old son, but was unable to do so. She recalled being swept under water and into the sea.

The cousins said she made her way to a tree that was floating in



AB Victor Medina (second from left) is presented with checks from the SIU, the Texas AFL-CIO and other labor groups to take with him to Honduras to help with recovery operations. With him in the Houston hall are (from left) Seafarers Mariano Guilbara, Medina, SIU VP Gulf Coast Dean Corgey, Julio Guity, Isabel Miranda and Faustino Castillo.

the ocean and rode it for safety. She ate oranges and coconuts to survive.

After six days, she was spotted by a U.S. Coast Guard aircraft searching for a lost sailing schooner. The newspaper reported the plane dropped flares and soon a British helicopter plucked her from the tree, some 50 miles from shore.

Guity talked with her a couple of days after the ordeal and described his sister-in-law as being "confused but fine." The paper stated she was dehydrated, in severe shock and suffering from hypothermia.

Off to Help

In the wake of this ordeal, Guity and Medina flew from Houston to Honduras on November 14. Thanks to the efforts of the SIU, the Texas AFL-CIO and others, they brought some aid.

"Mike Sacco, Dean Corgey and Jim McGee have been really nice to us during all this, Medina said.

"We don't know what we are going to find, but we are going to spend a few weeks down there helping our families and others. We are going to live the reality," he added.

Both members stated they were extremely grateful for the aid and support they and their fellow countrymen already had received. But, they added, the people of Central America will continue to need help for a long time.

"You never know when something like this will arise," Medina stated.

Seafarers and their families wishing to help in the relief effort should contact their local charitable organizations (like the United Way or American Red Cross) or religious institution.

International Travel Advisory Issued

As per instructions issued by the Federal Aviation Administration (FAA), all passengers traveling to any international destination requiring documentation must provide the air carrier with particular details PRIOR to departure.

In order to facilitate the check, it is suggested passengers call the carrier or their travel consultant with the following information prior to departure: complete name as it appears on the document, passport or visa number, nationality, date of birth, home telephone number and a contact number of a friend or relative.

Failure to provide this information to the air carrier prior to departure may seriously delay check-in procedures.

Proof of U.S. citizenship is required for all travel outside the United States. It is the passengers' responsibility to check with the consulate or tourist office of the country or countries they plan to visit in order to determine the exact requirements.



Julio Guity's sister-in-law was rescued six days after being swept off the top of her house in Santa Rosa and drifting 50 miles offshore.

Please be advised that SIU headquarters and all SIU hiring halls will be closed on Friday, January 1, 1999 (unless an emergency arises) for the observance of New Year's Day and on Monday, January 18, 1999 for the observance of Martin Luther King Jr.'s birthday. Normal business hours will resume the following workday.

West Coast Dates Announced For ITF Global Mariner's Tour

Following its highly successful tour of Atlantic and Gulf ports as well as San Juan, plans are getting started for the international exhibition ship *Global Mariner* to dock in U.S. Pacific Coast harbors next March.

The International Transport Workers' Federation (ITF) has released the tentative schedule for the ship for early next year. West Coast locations include Los Angeles, San Francisco, Portland, Ore. and Seattle/Tacoma.

Before departing Houston on November 12, the *Global Mariner* played host to thousands of Americans interested in learning more about the plight of mariners around the world. Newspaper articles and televised news reports announcing the ship's arrival in Baltimore, Savannah, Ga.; Fort Lauderdale, Fla.; New Orleans and Houston provided many more who could not visit the ship the opportunity to discover what runaway-flag shipping is all about.

"Seafarers and their families know how others are being abused and mistreated around the world," stated SIU President Michael Sacco. "What this vessel has done with its displays and stories is open the eyes of all Americans as to the dangers at sea faced daily by the men and women who work on commercial ships."

The *Global Mariner* is on an 18-month tour of the world. The British-flag vessel began its voyage in England on July 1. It sailed to several European ports before crossing the Atlantic to Canada and the United States. The converted bulker is working its way around South America's Atlantic ports before it navigates around Cape Horn and sails up the Pacific side of the continent.

The rebuilt holds of the 20-year-old ship now carry posters, photographs and displays detailing the plight of mariners who sail aboard runaway-flag ships. It also has a very graphic videotape

showing how quickly poorly maintained vessels have gone under, how fires aboard runaway-flag cruise ships and ferries not only threaten the crew but also the passengers, and how tanker spills affect the environment.

The ITF began its campaign against runaway-flag shipping (also known as flag of convenience shipping) just after World War II. The London-based organization composed of more than 500 unions (including the SIU) represents transportation-related workers from more than 125 countries. The ITF has been working hard to upgrade the working conditions, wages and safety of mariners aboard such ships. (Its Seafarers' Section is headed by SIU Executive Vice President John Fay.)

Runaway-flag shipping refers to vessels owned by a person or corporation in one country who register the bottoms in a non-maritime nation (such as Liberia, Vanuatu, Panama and Cyprus) to avoid the wage, labor, safety and tax laws of the homeland. Management companies, generally from still another country, hire poorly trained (if they have any training at all) mariners from nations like Sri Lanka, the Philippines and Indonesia to crew these vessels.

When they are paid, the crews receive subsistent wages. They have meager food rations, sometimes getting only one meal of



Above, SIU members helped guide visitors through the exhibits aboard the *ITF Global Mariner* while the ship was docked in Houston last month. From the left are AB Steve Berschger, AB Sinclair Oubre and Safety Director Ed Kelly. Below, OMU Angel Figueroa points to one of the important themes of the exhibit: the plight of non-unionized seafarers aboard runaway-flag vessels.

rice and beans. Mariners on these vessels often work without safety boots or proper clothing for the elements. Vessels many times do not have enough life preservers or survival suits for the whole crew.

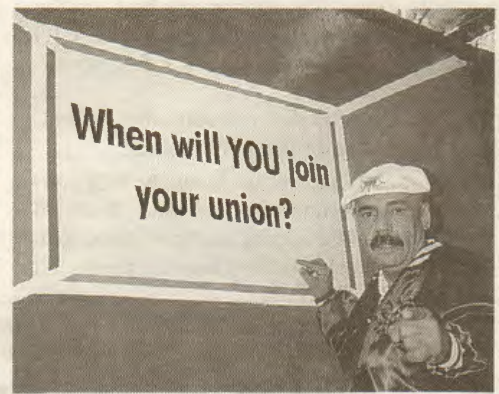
While the *Global Mariner's* main message is to draw attention to the problems faced by men and women at sea, it also was used in New Orleans to alert people in that area to the fact that workplace abuse can be found in the United States.

The crew of the *Global Mariner* showed its solidarity through several actions with the working men and women in the Avondale (La.) Shipyard who still seek their first contract after voting more than five years ago for union representation.

The AFL-CIO has pointed out

that Avondale workers earn on average almost one-third less than other U.S. shipyard workers with U.S. Navy contracts. The facility also has the worst health and safety record of any such facility with Navy contracts, according to the AFL-CIO.

There is no admission charge to board the *Global Mariner*. The local SIU union halls, as well as the *Seafarers LOG*, will offer more details on the ship's West Coast tour as they become available.



Upcoming U.S. Dates for the ITF's Global Mariner

Port	Dates
Los Angeles	March 4-8
San Francisco	March 9-22
Portland, Ore.	March 24-29
Seattle	March 30-April 6
Tacoma, Wash.	April 6-9

For more information about the *ITF Global Mariner*, check <http://www.itf-ship.org/>



Above, six-year-old Brandon Halstead can tell you what a special person Mama Theresa is.

Below, Mama invites some of the unlicensed apprentices to attend church with her.



'Mama Theresa' Price Touches Lives of All Who Know Her

In her nearly 26 years at the Seafarers Harry Lundeberg School of Seamanship, Theresa Price has seen many changes at the Piney Point, Md. facility, both in terms of the physical layout and with regard to the many entry-level students and upgrading Seafarers who have passed through its doors.

But what did not change in those 26 years was "Mama Theresa's" devotion to each and every person who passed her way. She was always ready with an ear to listen, a heart full of understanding and a word of encouragement, stated numerous people who worked with her.

Price began working at the school on November 18, 1972

and officially retired April 30, 1998. (However, she still may be found daily at the school, checking up on everybody.) Her title of "Lead Person" was somewhat ambiguous, but basically she worked in the dining room as a waitress and cashier. In reality, however, she is much more than that.

Grace Freeman (who sent an article of praise and the accompanying photos) first met Mama Theresa in 1984 when her husband, QMED Mark A. Freeman, was upgrading at the school. The hotel was brand new at that time, and Freeman and her children went to Piney Point to visit him. It was then, she noted, that "I became aware of the wonderful woman Mama Theresa is and has always been. She has a heart as big as Texas and she is willing to help anyone she possibly can."

Freeman added that Mama Theresa often invited the trainees to go with her to church on Sundays. She was concerned that they be prepared spiritually as well as academically for when they boarded a ship.

The trainees are like her own children, observers noted. Mama is always willing to listen to someone's problems, give them a word of encouragement, a pat on



Mama Theresa gives words of encouragement to upgrading Seafarer Stephen Stukes to make use of his talent in art.

the back, and take them under her wing. She puts people at ease.

Freeman said, "I felt more comfortable when I knew she would be at the school when my son, Reece, came through as a trainee—and so was he! He remembers her very well and said he did not know how he would have gotten through the program had it not been for Mama Theresa."

Freeman also has brought her grandson, Brandon Halstead, with her when visiting her upgrading husband. Six-year-old Brandon has come to love and adore Mama Theresa, too, and "loves the hugs he gets from her."

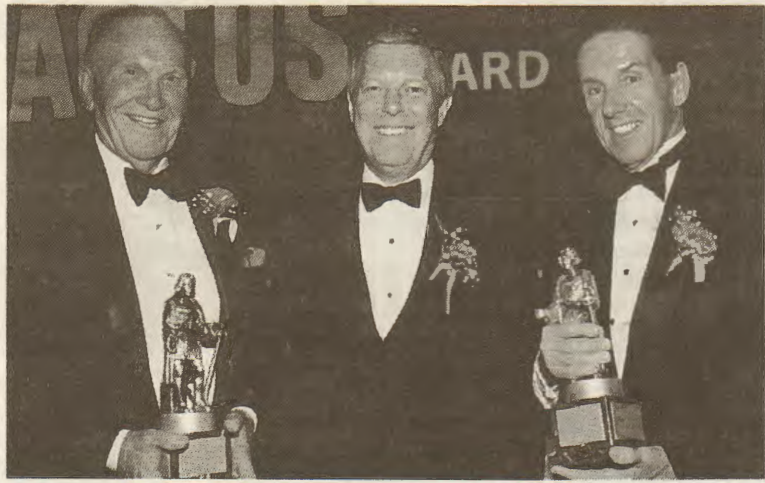
Freeman concluded that "Mama Theresa may not hold a title like Mother Teresa, but being given the title of 'Mama' over the years is an affectionate designation she acquired from the many classes of trainees who have come through the

Lundeberg School and from the many young lives she touched. There's no doubt in my mind that if you were to mention Mama Theresa's name to someone who has been at Piney Point, I'm sure they would say, 'Oh, yes, I know Mama,' and the exchanging of stories would begin."



Grace Freeman met Mama Theresa in 1984 and most recently saw her when Freeman's husband was getting his LNG recertification at the school.

Two SIU Crews Honored At Annual AOTOS Dinner



Posing with their AOTOS awards are Farrell Lines Chairman and CEO George Lowman (left) and Sea-Land President and CEO John Clancey (right). Between them is House Minority Leader Richard Gephardt, who presented the awards.

The crews aboard two SIU-contracted ships were recognized at an awards dinner in New York last month for going beyond the call of duty for their actions in helping other mariners in distress during the 1997 calendar year.

Presented with Admiral of the Ocean Seas' (AOTOS) Mariners' Plaques were the crews of the *Sea-Land Navigator* and the *Global Link*.

The annual event sponsored by the United Seamen's Service spotlights the deeds and accomplishments of the U.S.-flag merchant fleet, including rescues at sea that require extraordinary effort in order to succeed, as well as individuals within the maritime or political community for their lifetime accomplishments promoting the industry.

Receiving the 1998 AOTOS awards for their work within the

U.S.-flag community were Sea-Land Service President and CEO John P. Clancey and Farrell Lines Chairman and CEO George F. Lowman.

The *Sea-Land Navigator* and the *Global Link* were two of six ships to receive a Mariners' Plaque.

On December 11, 1997, the *Sea-Land* crew spotted a small vessel going down off the coast of Ulsan, South Korea. The events unfolded in 50-knot winds and 15-foot seas.

As the *Sea-Land Navigator* approached, the sinking vessel exploded. A life raft carrying 12 survivors was spotted. The *Sea-Land* ship made three attempts to rescue the survivors but they could not grasp the vessel's heaving lines.

The *Sea-Land Navigator* sent a distress call for a rescue craft

and helicopter. Despite rolling violently, the containership stayed on the scene until the rescue team arrived and safely removed the 12 from the sea.

Meanwhile, the Tyco-operated *Global Link* received its award for rescuing two fishermen 30 miles off the coast of the United Arab Emirates in the Persian Gulf as dusk approached on May 19, 1997.

A lookout sighted the pair waving frantically while attempting to balance themselves on what was left of their boat's hull. The cable ship changed course and launched a rescue boat to rescue the two. Once aboard, the pair said they had been adrift for seven hours in shark-infested waters and had watched other ships sail past them.

Presenting the plaques to representatives for the ships were U.S. Maritime Administrator Clyde Hart and retired U.S. Representative Helen Delich Bentley.

Clancey and Lowman accepted their awards from House Minority Leader Richard Gephardt (D-Mo.), who took the opportunity to reaffirm his strong support for the U.S.-flag fleet. (See related story on page 3.)

Clancey has worked with *Sea-Land* for 28 years, starting in sales and moving up through the ranks. In 1991, he was named president of the largest U.S.-based ocean carrier with approximately 105 vessels and 200,000 containers in U.S. and foreign trade.

The head of *Sea-Land* told the nearly 900 in attendance that the

U.S.-flag fleet needs to continue with the innovations that made it the model for others to follow. He pointed out 96 percent of the world's cargo now moves via containers.

"This industry has served the world very well. Labor and its leadership have been a strong component of this excellence to help us," Clancey stated.

He called for continued support for the Jones Act (the

nation's freight cabotage law) and for military sealift capabilities.

Lowman came aboard the family-owned Farrell Lines in 1978 as chairman and CEO after serving on its board. He had been a trial attorney prior to then.

In his remarks, Lowman also pointed out how the American merchant fleet had been at the forefront in modernizing the industry and called for continued efforts to lead the way into the next century.

Crowley Seafarers Deliver Cranes in P.R.



The port of San Juan, P.R. still is feeling the

aftereffects of Hurricane Georges, but shipping recently got a boost when two wrecked cranes were replaced in San Juan Bay.

SIU members sailing aboard Crowley tugs brought the *Sea-Land* cranes (including the one pictured at right) from Venezuela and the Dominican Republic. Two other cranes in San Juan await replacement.

Overall, Georges caused about \$1.7 billion in damage in Puerto Rico.



LOG Receives First Prize in Labor Press Association Contest

The *Seafarers LOG* captured its first first-prize award in competition with other labor publications in more than a decade for the paper's three-page story on the initial 30 years of the Seafarers Harry Lundeberg School of Seamanship, published August 1997.

The award, as well as two others presented to the *LOG*, were issued by the International Labor Communications Association (ILCA), an AFL-CIO organization which provides support to international, national, regional and local union publications and web sites. More than 900 publications belong to ILCA.

Entitled "30 Years of Progress," the story captured the top prize in the Best Institutional Profile, Achievement in Labor History category for articles published during the 1997 calendar year. In the documentation accompanying the award, the judges (which included public relations and graphic specialists, staff from *The Washington Post* and fellow labor communicators) called the article, "A picturesque and informative account of the development of the Harry Lundeberg School, a maritime training site; tells how the curriculum of the Lundeberg School

reflects the work culture of the sea."

The *LOG* received a second prize in the Best Human Interest or Biographical Profile, Achievement in Labor History classification for its May 1997 retelling of the 1975 capture by Cambodian rebels of the SIU-crewed *SS Mayaguez*.

The final prize presented to the *LOG* was in the field of Best Original Photograph. Used on the front page of the May 1997 issue, the picture shows ABs **Derrial Moore** and **Butch Morris** on the deck of the *Gulf Star* rescuing a fisherman off the coast of Guadeloupe. Moore sent the pho-

tos to the *LOG* with his firsthand account of the rescue. The *LOG* has a long history of publishing photographs shot by Seafarers of their fellow crew members at work.

Altogether, 1,682 entries from 167 publications vied for awards offered in 10 different categories. Publications competed with newspapers and journals of similar circulation and style. The staff of the *Seafarers LOG* includes Daniel Duncan, communications director; Jordan Biscardo, managing editor; Deborah A. Hirtes, associate editor/production; Bill Brower, art; and Jeanne Textor, administrative support.



This is a portion of the award-winning article on the 30th anniversary of the Lundeberg School, published in the August 1997 *Seafarers LOG*.

Union Will Provide Basic English Tests To Help Meet Regs

In accordance with U.S. Coast Guard regulations stemming from the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW) as well as the International Safety Management Code (ISM), the SIU soon will administer basic English tests for Seafarers.

Members will take the exam—a basic reading test—when registering for a job. Seafarers who have successfully completed a course at the Paul Hall Center for Maritime Training and Education (within an as-yet undetermined time period) will be "grandfathered" for this

requirement and therefore will not need to take the test.

Further details will appear in upcoming issues of the *Seafarers LOG*.

The regulations are explained in Title 46, Part 7 of the Code of Federal Regulations. They relate to ship-specific familiarization.

For example, as spelled out in Coast Guard navigation and vessel inspection circular No. 4-97, ship operators "must provide written instructions to the master that documents the policies and procedures to follow with respect to all newly employed or newly arrived vessel personnel."

Work Starts on New Orleans Hall



Renovations are under way for the new union hall (shown above) for New Orleans-area members. Located on the West Bank at 3911 Lapalco Boulevard in Harvey, the facility is approximately 15 minutes from the present Jackson Avenue hall. It is expected to be open for business in early 1999. Improvements also are taking place in the Norfolk, Va. hall.

Double Eagle Names Have Proud History

Just as the lightships of old served as beacons to mariners and warned of potential danger, the SIU crewed Double Eagle tankers—named after those lightships—today provide an extra margin of protection against environmental damage.

The early Roman empire made use of patrolling vessels with signal lights (usually a fire carried at the masthead), and English captains utilized lightships (hanging two ship's lanterns from a cross arm) in the 1700s, but it was not until 1819 that the first U.S. lightship contract was awarded as an aid to maritime commerce on the Chesapeake Bay. It proved so successful that within a year, four additional lightships were commissioned, marking dangerous shoals in the Chesapeake.

The first true lightship—anchored in the open sea instead of in a bay or inlet—entered service in 1823 off the shoreline of Sandy Hook, N.J. From 1820 to 1983, 116 lightship stations were established by the United States at one time or another, the peak occurring in 1909.

But nearly 20 years later, 68 of those stations had been discontinued—considered unnecessary and replaced by permanent lighthouse structures or buoys or taken over by Canada. And by 1939, when the Coast Guard was given the controlling reins to all aids to U.S. navigation, there were only 30 lightships still at work.

The number of lightship stations continued to decline steadily. In 1983, America's lightship era came to an end when the *Nantucket Shoals Lightship* was replaced by a large navigational buoy.

The "History of U.S. Lightships," a publication of the Coast Guard Historian's Office and the Internal Relations Branch, describes how lightships satisfied many requirements. They could be moored in shallow water, stationed in deep water, and be readily repositioned to suit changing needs.

They could serve as day beacons, light platforms at night, sound signal stations in times of reduced visibility and around the clock as transmitters of bearing- and distance-finding electronic signals.

The article also noted, however, the initially miserable conditions aboard the lightships. Poor hull design caused violent rolling and pitching, crew accommodations were inadequate, food was monotonous, and tours of duty consisted of two four-month stints separated by shore leave. Officers and crews often were made up of farmers and other non-mariners.

There was no standardization aboard lightships and the beacons of many were quite limited. There also was no uniform system for identifying these floating aids.

All this changed when Congress became aware of the problems and carried out an investigation in 1851. The outcome of that report led to the formation of the Lighthouse Board the following year. This was a nine-member committee composed of officers of the Navy, Army Corps of Engineers and civilian scientists.

In addition, George Putnam was named commissioner of lighthouses. Under his leadership, professional performance by all employees was demanded, and he was responsible for remedying the long-standing problems of pay, living conditions, benefits, and a safe working environment.

From 1939 until the end of the lightship era in 1983, the high standards of professionalism and technology introduced by the Lighthouse Service were carried forward and improved upon by the Coast Guard.

Scientific advances in hull design produced more stable vessels, diesel engines helped a captain keep the vessel into the wind for greater stability, creature comforts (radio, television, libraries), were upgraded, food quality was improved and a seaman's tour was eventually reduced to approximately 30 days.

Still, it was not an easy life aboard a lightship. The vessels and their crews were exposed to many hazards. Storms battered many of the ships, tearing them loose from their moorings or ripping off ventilators and hatch covers. Minor bumps, sideswipes and more serious collisions and sinkings also took their toll.

Still others were sunk by shell fire. In 1918 off the coast of Cape Hattaras, N.C., the *Diamond Shoals Lightship #71* was sending out a radio message warning of the presence of a German submarine which had just sunk a passing freighter. The sub, provoked by the lightship's warning, surfaced and, after allowing the 12-man crew to abandon ship, sank it with shell fire (but not before 25 Allied ships had received the radio message warning).

In many cases, the remaining lightships were replaced by offshore light platforms or large navigational buoys, all offering considerable savings in terms of manpower, construction and maintenance costs. A number of the old vessels were sold to other countries for use as lightships. Some were used as floating clubhouses by various organizations, but a majority ended up as scrap.

Nineteen of the vessels still remain, the three oldest built in 1904. Most of them are still afloat, restored for use as museums or exhibits. Two serve as floating restaurants and one is in use in the charter trade.

While there is no future for lightships, they are part of the maritime heritage—a heritage that will never be forgotten, especially now that their names are once again painted on the hulls of new carriers, sailing those proud names across the oceans of the world.

Twins Still Doing Great Nearly 19 Years Later

January 6, 1980 was a special day for Boatman William and Joan Peterson of Seminole, Fla. It was the birth of their first child, David. But then one minute later, Richard made his presence known as well.

The couple quickly realized what a good medical policy they had with the Seafarers Welfare Plan. The twins were born premature and required special medical assistance. The bill for the 28-day stay in the hospital came to more than \$45,000.

An article about the boys appeared in the August 1980 *Seafarer LOG* which included part of a letter written by Mrs. Peterson to the SIU to thank the plan for all its help.

"My husband William 'Pete' Peterson is an Inland member and works down South. We were recently blessed with our first children, a set of beautiful twin boys. As twins usually are, they were premature and complications set in. They were rushed from the hospital where they were born to Children's Hospital, where it was touch and go for quite some time. They were confined for 28 days.

"The overall bills for their delivery, follow-up confinement and care amounted to around \$45,000. What would we have done without the SIU Welfare Plan?"

"The twins are doing great, the bills are all paid and we can only gratefully say a big THANK YOU."

Now, nearly 19 years later, Peterson, who retired in May 1989, sent the *LOG* an update on his sons. They graduated from high school in June 1998 and are still "doing great."

Richard is enrolled in a crimi-



Twins Richard (left) and David Peterson today and (below) as they appeared in a *Seafarers LOG* article in 1980.



nal justice academy at St. Petersburg (Fla.) Junior College. He currently is captain of Explorer Post 900 with the Pinellas County Sheriff's Department and president of the Florida Association of Police Explorers.

David is employed by Walgreens Pharmacy and is studying to be a pharmaceutical technician.

"Needless to say," wrote Peterson (who worked for Interstate, Sonat and Maritrans before retiring), "Mom and Dad are very proud of both boys and still thank the SIU for all their help."

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

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

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

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

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

3. Agency fee payors — Employees who choose not to become union members may become agency fee payors. As a condition of employment, in states which permit such arrangements, individuals

are obligated to make payments to the union in the form of an agency fee. The fee these employees pay is to support the core representational services that the union provides. These services are those related to the collective bargaining process, contract administration and grievance adjustments. Examples of these activities include but are not limited to, the negotiation of collective bargaining agreements, the enforcement and administration of collective bargaining agreements and meetings with employers and employees. Union services also include representation of employees during disciplinary meetings, grievance and arbitration proceedings, National Labor Relations Board hearings and court litigation.

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

4. Amount of agency fee — As noted above, dues objectors may pay a fee which represents the costs of expenses related to those supporting costs germane to the collective bargaining process. After review of all expenses during the 1997 calendar year, the fee cost associated with this representation amounts to 63.06 percent of the dues amount. This means that the agency fee based upon the dues would be \$189.18 (one hundred eighty-nine dollars and eighteen cents) for the applicable year. An appropriate reduction also will be calculated for working dues.

This amount applies to the 1999 calendar year. This means that any individual who wishes to elect to pay agency fees and submits a letter between December 1, 1998 and November 30, 1999 will have this calculation applied to their 1999 dues payments which may still be owed to the union. As noted below, however, to continue to receive the agency fee reduction effective January 2000, your objection must be received by December 1, 1999.

A report which delineates chargeable and non-chargeable expenses is available to you free of charge. You may receive a copy of this report by writing to: Secretary-Treasurer, Seafarers International Union, AGLIWD, 5201 Auth Way, Camp Springs, Maryland 20746. This report is based upon an audited financial report of the union's expenses during 1997.

Please note that as the chargeable and non-chargeable expenses may change each year, the agency fee amount may also fluctuate each year. Individuals who are entitled to pay agency fees and wish

to pay fees rather than dues, must elect this option each year by filing an objection in accordance with the procedure noted below.

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

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

6. Filing a challenge — Upon receiving the notice of calculation of the chargeable expenditures related to core representation activities, an objector shall have 45 days to submit a challenge with the Secretary-Treasurer's office if he or she believes that the calculation of chargeable activities is incorrect. Every person who wishes to object to the calculation of chargeable expenses has a legal right to file such an objection.

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

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

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

Sincerely,
David Heindel, Secretary-Treasurer

Dispatchers' Report for Deep Sea

OCTOBER 16 — NOVEMBER 15, 1998

Port	*TOTAL REGISTERED			TOTAL SHIPPED			Trip Reliefs	**REGISTERED ON BEACH		
	All Groups Class A	All Groups Class B	All Groups Class C	All Groups Class A	All Groups Class B	All Groups Class C		All Groups Class A	All Groups Class B	All Groups Class C
DECK DEPARTMENT										
New York	17	16	8	18	17	6	10	39	21	7
Philadelphia	7	5	2	4	4	2	6	8	4	3
Baltimore	5	9	0	4	3	0	1	7	9	1
Norfolk	13	13	5	12	11	5	1	9	18	5
Mobile	16	8	2	9	8	0	5	25	9	7
New Orleans	15	12	4	9	6	7	6	30	18	10
Jacksonville	22	13	6	18	12	4	12	43	15	9
San Francisco	27	9	4	18	7	3	9	37	16	2
Wilmington	24	12	6	20	6	1	6	46	21	14
Tacoma	20	9	5	18	6	2	7	41	14	7
Puerto Rico	5	2	2	9	5	2	3	8	3	4
Honolulu	11	8	3	5	8	2	5	13	10	7
Houston	20	9	6	9	11	3	8	47	12	7
St. Louis	1	1	1	0	1	2	0	2	1	3
Piney Point	0	0	1	0	1	1	1	0	4	2
Algonac	2	1	0	1	1	0	0	2	0	0
Totals	205	127	55	154	107	40	80	357	175	88
ENGINE DEPARTMENT										
New York	12	7	3	7	7	2	2	24	9	2
Philadelphia	5	1	0	3	1	0	0	6	2	1
Baltimore	1	5	0	2	3	0	1	3	7	0
Norfolk	6	7	2	5	7	2	2	8	7	3
Mobile	4	3	0	10	2	0	0	9	6	1
New Orleans	6	9	2	2	7	5	3	10	7	0
Jacksonville	13	12	3	15	9	1	6	28	15	3
San Francisco	12	8	2	6	5	2	5	18	15	2
Wilmington	5	4	3	5	4	0	3	8	7	4
Tacoma	12	4	0	7	7	0	5	17	3	0
Puerto Rico	3	3	3	2	6	1	2	4	3	3
Honolulu	8	3	4	2	1	5	1	13	8	2
Houston	12	4	2	16	4	1	8	18	5	4
St. Louis	2	1	1	1	0	1	0	2	1	1
Piney Point	2	3	0	1	2	0	0	2	8	0
Algonac	0	1	0	0	1	0	0	0	0	0
Totals	103	75	25	84	66	20	38	170	103	26
STEWARD DEPARTMENT										
New York	18	6	0	12	7	0	10	22	11	0
Philadelphia	2	0	0	3	1	0	2	3	0	0
Baltimore	3	3	0	1	2	0	0	4	4	0
Norfolk	7	2	1	5	7	1	2	13	2	3
Mobile	6	3	0	4	1	0	1	12	4	0
New Orleans	4	2	0	4	3	0	2	9	6	3
Jacksonville	11	2	1	14	3	1	9	24	2	3
San Francisco	21	3	0	23	3	0	3	46	5	0
Wilmington	16	4	0	11	4	0	11	27	3	2
Tacoma	13	1	0	16	2	0	3	23	2	0
Puerto Rico	1	1	0	2	1	0	1	1	1	0
Honolulu	12	3	3	8	2	7	10	18	8	2
Houston	12	4	0	4	1	0	3	16	6	0
St. Louis	0	0	0	1	0	0	0	2	0	0
Piney Point	5	3	1	1	1	1	0	8	4	0
Algonac	0	0	0	0	0	0	0	1	0	0
Totals	131	37	6	109	38	10	57	229	58	13
ENTRY DEPARTMENT										
New York	6	22	12	5	17	3	0	9	41	28
Philadelphia	0	2	1	0	2	2	0	0	1	0
Baltimore	0	3	3	0	1	3	0	0	5	2
Norfolk	2	11	16	2	6	9	0	4	13	18
Mobile	2	4	0	1	2	2	0	1	14	1
New Orleans	1	10	5	2	7	2	0	4	21	12
Jacksonville	4	15	7	2	12	3	0	6	25	14
San Francisco	8	13	2	5	8	1	0	19	23	4
Wilmington	10	13	4	3	7	1	0	11	19	11
Tacoma	8	9	0	11	5	0	0	13	12	2
Puerto Rico	1	4	1	3	0	3	0	8	7	5
Honolulu	6	21	71	8	31	63	0	8	27	91
Houston	1	9	2	2	6	2	0	2	12	9
St. Louis	0	2	1	0	2	1	0	0	2	0
Piney Point	0	14	4	0	11	9	0	1	11	16
Algonac	0	0	1	0	0	1	0	0	0	0
Totals	49	152	130	44	117	105	0	86	233	213
Totals All Departments	488	391	216	391	328	175	175	842	569	340

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.

January & February 1999 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney PointMonday: January 4, February 8
 AlgonacFriday: January 8, February 12
 BaltimoreThursday: January 7, February 11
 DuluthWednesday: January 13, February 17
 HonoluluFriday: January 15, February 19
 HoustonMonday: January 11,
 Tuesday: February 16*
**change created by Presidents' Day holiday*
 JacksonvilleThursday: January 7, February 11
 Jersey CityWednesday: January 20, February 24
 MobileWednesday: January 13, February 17
 New BedfordTuesday: January 19, February 23
 New OrleansTuesday: January 12, February 16
 New YorkTuesday: January 5, February 9
 NorfolkThursday: January 7, February 11
 PhiladelphiaWednesday: January 6, February 10
 San FranciscoThursday: January 14, February 18
 San JuanThursday: January 7, February 11
 St. LouisFriday: January 15, February 19
 TacomaFriday: January 22, February 26
 WilmingtonTuesday: January 19*
 Monday: February 22
**change created by Martin Luther King's birthday*
Each port's meeting starts at 10:30 a.m.

(NOTE: Tacoma's December 1998 meeting falls on Christmas day; therefore, the meeting date has been moved to Monday, December 28.

Personals

ALWASEEM ABDULLA

Please contact Keith Innes in San Diego at (619) 578-6852.

CARLOS H. CANALES

Your brother, Modesto, is living at 140 Gil Dr. #5, San Benito, TX 78586-4108; telephone (956) 399-8244. Please get in touch with him.

DENNY RAY LOUIS

Please call mom and Don at (706) 290-1906 or write us at 101 S. Division, Apt. A, Rome, GA 30165. You may call collect. This is not an emergency.

DONALD FRANCES PETERSON

Anyone with information on Donald Frances Peterson, born in 1935 and sailed in the engine department from California, please contact his daughter, Michel Peterson, at P.O. Box 90913, Henderson, NV 89009; or telephone (702) 565-4385.

Corrections

■ An article in the November issue of the *Seafarers LOG* incorrectly listed the address to which World War II merchant mariners newly qualified for veterans' status under the Veterans' Benefits Enhancement Act of 1998 may send their completed applications for honorable discharges.

The correct address is:
 Commanding Officer
 National Maritime Center (NMC-4A)
 4200 Wilson Blvd.
 Suite 510
 Arlington, VA 22203-1804

■ The new Double Eagle tankers are operated by Interocean Uglan Management and owned by Hvide Marine, Inc.

■ An article in the October issue of the *Seafarers LOG* incorrectly listed the title of Maritrans G.P., Inc. President John Burns.

HOLIDAY GREETINGS

The holiday greetings appearing on this page and continued on page 15 were written by Seafarers, pensioners, friends and family members. They are listed in alphabetical order by the name of the individual sending the message. The *Seafarers LOG* joins with those appearing below in extending season's greetings to all Seafarers and their families.

A

To Lito G. Acosta

Merry Christmas and a prosperous New Year. Thank you for all your love and support over the years. Life, for the past 16 years, has been wonderful, and I am looking forward to spending the rest of my life with you. Happy anniversary. I love you. Forever,
Minda (Acosta)

To all my shipmates and SIU brothers and sisters — also to Juan Rochez and Trawn Gooch

Now it is here, that time of year. I could not be with you, I had to be here. Christmas has found me, away from my home. I'm at sea, and could not call on the phone. So whatever you're doing on this Christmas Day. I'm thinking of you, now I am away. So I'll write you this poem and send it along. To let you know I'll be home before long. So have a Merry Christmas and a Happy New Year!
I wish I could be with you . . .
But . . . I had to be here.
Albert W. Austin Jr.

To Becky Sleeper

Happiest of holidays — and peace and prosperity in the coming year for our "Orgulf Angel" and your family and staff.
Nancy Avery

To all Orgulf Cooks

Here's wishing you all a very Merry Christmas and peaceful rivers and pleasant crews for the coming year — and Bon Appetit!
Nancy Avery

To David House

Merry Christmas "Little Brother." Here's wishing you smooth sailing for the coming year. Hoping all your Christmas wishes come true!
Nancy Avery

B

To Carmine Barbati

Merry Christmas to the best, most wonderful scafaring husband and dad in the whole world, wherever you may be. All our love,
RoseMary, Jimmy and Rachel Barbati

To Princess Mary Owen (10 years old)

Princess Mary, I hope this will be a super great Christmas and a great New Year, and that all your grades will be good ones. Love you bunches,
Uncle Kojak (Royce Barrett)

C

To Captain Arne Bjorsen

A lot of good things have happened since we sailed on the *La Salle* (1952). Best to you and your family at Christmas time.
Neal Cairns

To Bill, Vilma and Tommy Lee Rackley

We hope this Christmas is a merry one and a year that will bring good health and happiness to all of you. Your loving family,
Mom (Charlotte E. Canlon), Beverly, Mary Lee, Bruce and Bobby

To Ronald K. Carraway in the Philippines

We hope you and your family have everything you hope for — and more — during these holidays. With all our love, happy holidays!
Gary R. Carraway and family

To Gary R. Carraway in Kentucky

Daddy, we love you very much, and we know that you work really hard so that you can take care of us. Merry Christmas and Happy New Year.
John, Ben and Alex Carraway

To Gary R. Carraway

Hang in there, remember our goals and just keep marking those days off. Remember that I love you and so do our boys. Happy holidays!
Lori A. Carraway

To all active and retired Seafarers

I wish you all the best holiday season ever and a most prosperous new year.
Willie Cichocke

D

To fellow Seafarers

Happy holidays, brothers and sisters.
Kelly Doyle

E

To Mrs. Ethel Smith

Thank you for being there. When going to sea, I couldn't be there much, but Casey and I love you, not only today, but 3-6-5. Merry Christmas, Happy New Year and Happy Birthday. Love always,
Henry and Casey Edwards

To Brian Hulstrom and family

Merry Christmas and Happy New Year. I hope to see you guys soon.
Chris Edyvean

To Teodora Estigoy

Honey, wishing you the best Christmas. Hoping that I'll be with you and Sandy, Rachel and John. I love you all! Love,
Silver Estigoy

F

To Sal Aquia

Happy holidays to you and your family. We hope you have a wonderful Christmas and a very Happy New Year.
Terry and Barbara Franklin & family

G

To Laurel and Mark

Hi honey. Hope Santa was good to you and Mark. Love you, see you soon.
Charles Garvey

H

To Lee Hardman

Dad, I can't wait to celebrate my first Christmas with you. I love you very much. Your son,
Kailan (Hardman)

To Lee Hardman

Lee, this will be the best Christmas ever, because we'll be spending it together. Wishing you much happiness in 1999. Love, always and forever,
Shari (Hardman)

To Seafarers worldwide

I want to wish you a great holiday season. You are my favorite people. May God bless you all.
Hubert "Red" House

To my shipmates aboard the USNS Kane and all Waterman Steamship Co. vessels

Happy holidays to all.
Willard Huggins

To all Seafarers

Holiday greetings, Merry Christmas and Happy New Year.
Rose and Addie Hunt

I

To Carole and Marc Isenstadt

Here's hoping you are both well and enjoying the holiday season. You're always in my thoughts. See you soon. Love to midnight.
Brian/Daddy (Isenstadt)

J

To all friends of the sea

I see me with you, in heart as a whole; nurtured and as if mixed in a bowl. You and I are contented for what we can do. We'd say there's still so much more we can do; it will always be there; we want to be there too! It serves us so sweetly this life! As if mixed with two of our hands. As everyday sunshine glows luminously over land and sea. Once in a while there's a sadness that bleeds; a pounding, a shiver; a warning to take heed. It is a time when there's darkness, and yet we clearly see; for it is beyond my vision; to have been blessed . . . with thee. If I should ever think of these special ones, forever, never to see again. May the Lord take me, instead of those special friends.
Joseph A. Jauregui

To Fred and Charles Jensen

Wishing my husband and son a Merry Xmas and a Happy New Year. I miss you both very much and think of you both every day. Sending you all my love for this holiday season and forever.
Sandra Jensen

K

To my husband, Amir

Finally, we did it. We got married! Merry Xmas, hon, and Happy New Year. I'm counting the days 'til you'll be home! Miss you. Love always, your wife,
Irma (Kasim)

To Arthur Norman Sjaastad

Season's greetings.
John G. Katsos

To all our shipmates and officials.

Merry Christmas and Happy New Year. We especially wish George McCartney a wonderful retirement. God bless you all.
Percy and Dottie Lawson Kennedy

To Melody, Caroline and Rachel Kinney

Merry Christmas and many, many more. Love,
Leo (Kinney)

To all the crew on the dredge Long Island

Merry Christmas!
Leo Kinney

To my wife, Connie

I hope our holiday will be a merry one and that you are able to spend time with our daughters. My love and thoughts are with you.
Phil (Kleinebreil)

To Jessica, Amy and Heather

A Merry Christmas and Happy New Year to you all. I'll be thinking of each one of you. I love you and miss you.
Dad (Phil Kleinebreil)

To the crew of the dredge Long Island

May you all have a happy holiday and the years ahead be prosperous — with smooth sailing.
Captain Phil Kleinebreil

To Michael Sacco and family

Merry Christmas and the best in the coming new year.
Flattop (William Koflowitch)

To my good friends, Jack Caffey, Michele Nardo, and the staff in the port of New York

Best wishes for a great holiday season.
Flattop (William Koflowitch)

To everybody at Piney Point and HQ

Season's greetings—Happy New Year!
Flattop (William Koflowitch)

L

To Ted Donely Jr., Neil Turner and Lester Farmer

I hope you and your families have a safe and wonderful holiday and a Happy New Year. Your friend,
Tony Joe Layne

To Joel Lechel

Though you may be far away, I know you're always here. Your presence is nearby. Thank God you'll be home this Christmas. I can't wait! Your girl, Tuffy II. P.S. Happy 40th birthday, Daddy!
Harper Lechel

To Kasandra and Harper

Merry Christmas and a very Happy New Year! Baby girl is gonna love Christmas. You both keep me going. Let it snow! All my love,
Joel Lechel

To the crew and officers on the Sea-Land Producer

To a great bunch of seagoing brothers and sisters: Feliz Navidad. Your bosun,
Joel Lechel

To my Seafarers family

Merry Christmas and Happy New Year for 1999. And a special holiday wish to Mr. Fernando G.
Sandra Leonard

To Donald S. Ling and sons

To my father and brothers whom I love very much: Happy holidays to you and your families. May you all have many, many more.
David J. Ling

To Jack Klohn

Merry Christmas and Happy New Year to you and your family. May we all have many, many more.
Dave Ling

To Phil Kleinebreil and family

I wish you and your family a Merry Christmas and a safe and Happy New Year. May there be plenty more to come.
David Ling

M

To Lester Hoffman on the Liberty Sun

It's a lonely time to be away from your family. Have a safe trip. We'll be thinking about you.
Barbara and Arthur Machado

To Linda Thompson and Martha Carr

Thank you for your kindness. I really appreciate it. Season's greetings to you and yours.
Barbara and Arthur Machado

To the staff at the Seafarers LOG

Season's greetings to all of you. Keep the good work going. And Happy New Year.
Arthur D. Machado

To the crew aboard the Maersk Constellation

Happy Holidays and Happy New Year!
Nick Mageed

Continued on page 15



1999 Lundeberg School Course Guide

Serving an industry whose requirements constantly change, the Paul Hall Center for Maritime Training and Education perpetually strives for improvement.

Such efforts at the Piney Point, Md. facility recently have included:

- beginning construction of a million-dollar, state-of-the-art fire fighting and safety training facility slated for completion this year;
- installation of new, top-of-the-line radar equipment for simulator training;
- writing and refurbishing curriculums to help enable SIU members comply with STCW-related requirements; and
- partnering with the American Council on Education, an agreement also aimed at making it easier for Seafarers to comply with new regulations.

These are only a few of the many activities the school has undertaken in staying true to the same goal it has possessed since first opening its gates in 1967. Namely, turning out the best-trained mariners in the world.

For today's SIU members, training never has been more vital. The STCW convention and its amendments, by themselves, already have created myriad changes in the maritime industry,

with many more to follow through the end of the phase-in period in 2002.

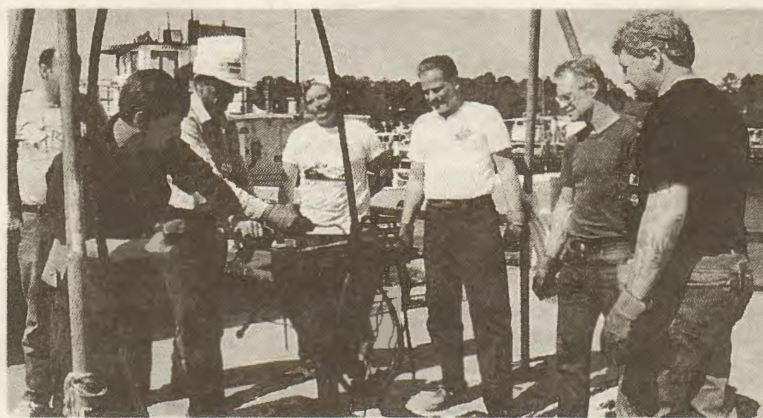
These four pages offer Seafarers an overview of the courses offered at the Paul Hall Center's Harry Lundeberg School of Seamanship. Members should note that courses and class dates may change due to the manpower needs of SIU-contracted companies. Therefore, Seafarers should refer to the latest issue of the *Seafarers LOG* for the most up-to-date listing of classes.

Course descriptions and schedules also are available on the SIU's web site, located at <http://www.seafarers.org>.

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

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

Most courses at the Paul Hall Center offer a mix of classroom instruction and hands-on training. The school provides department-specific vocational classes, plus various safety courses available to all SIU members. Academic courses, ranging from the GED program to college classes, also are available.



Deck Department Courses

Able Seaman

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

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

Lifeboat/Water Survival

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

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

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

Bridge Management

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

Successful completion of this two-week course is accepted as Coast Guard credit for 60 days of seetime on vessels of unlimited tonnage.

Special areas of skills development include general shiphandling and helmsmanship, river and channel transits, entering and departing various ports, coastal navigation, U.S. Navy-related

operations such as convoy and underway replenishment, hawser towing, pushboat towing and emergency shiphandling.

Students must have a valid radar certificate to enroll.

Celestial Navigation

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

Radar Observer/Unlimited

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

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

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

Third Mate

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

Steward Department Courses

Unlicensed Apprentice Courses

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

Galley Operations

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

Certified Chief Cook

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

Advanced Galley Operations

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

Chief Steward

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

Engine Department Courses

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

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

Fireman/Watertender and Oiler

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

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

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

QMED-Any Rating

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

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

QMED Classification Steps

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

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

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

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

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

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

Power Plant Maintenance

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

Course entry requirement is QMED-Any Rating.A

Marine Electrical Maintenance I

The six-week course of instruction leading to certification in Marine Electrical Maintenance I consists of practical training and classroom instruction aimed at providing the basic skills required of shipboard electricians. The range of topics includes basic electrical theory, DC and

AC circuits, electrical safety, electrical test equipment and troubleshooting, electrical protective and switching devices, electrical wiring diagrams and schematics, control and power circuits, batteries, AC generation and distribution equipment, transformers, lighting systems and fixtures, galley and miscellaneous heating equipment, single-speed AC motors and across-the-line starters, and wiring techniques.

Course entry requirement is QMED-Any Rating.

Marine Electrical Maintenance II

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

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

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

Course entry requirement is Marine Electrical Maintenance I.

Diesel Engine Technology

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

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

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

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

Hydraulics

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

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

Course entry requirement is QMED-Any Rating.

Basic Electronics

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

Marine Electronics Tech I

The marine electronics technician program is a four-week course. Topics



included in the course are AC and DC circuits, active and passive components, amplifiers, power supplies, antenna systems, satellite and radar systems, micro-processor control systems, digital control systems and systems troubleshooting.

Course entry requirement is Basic Electronics.

Pumproom Maintenance

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

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

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

Refrigeration System Maintenance and Operations

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

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

Hands-on shop training includes the complete fabrication of a working refrigeration system from basic system components. An introduction to refrigerated container units also is presented.

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

Refrigerated Containers

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

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

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

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

Welding

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

Third Assistant Engineer

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

Inland Department Courses

Engineroom Familiarization

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

Engineroom Operations & Maintenance

This course is designed for inland personnel with intermediate skills to prepare assistant engineers for all phases of engineroom operations and routine maintenance. Additionally, the two-week curriculum prepares students to assume the duties of the chief engineer.

Engineroom Troubleshooting & Casualty Control

This two-week course is an advanced skills program designed to upgrade the skills of the chief engineer for handling

emergencies and other non-routine operating conditions.

Tankerman (PIC) Barge

This 40-hour course leads to the endorsement as tankerman (PIC) barge. The object of this course is to provide the knowledge and skills associated with tank barge operations and to supervise the safe and pollution-free transfer of dangerous liquids. (This course is limited to 25 students maximum.)

Limited License/License Prep

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

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

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

All Departments: Upgrading and Specialty Courses

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

Government Vessels Course

As part of its ongoing goal of providing the best possible training for Seafarers while staying a step ahead of the industry's needs, this three-week class is open to Seafarers sailing in any department.

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

Included in the first week are an introduction to the U.S. Military Sealift Command and military vessels, damage control, CBRD (chemical, biological, radiological defense), anti-terrorism level I and hazardous materials training.

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

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

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

Oil Spill Prevention and Containment

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

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

Hazmat Recertification

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

First Aid and CPR

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

Basic Firefighting

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

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

Advanced Firefighting

During this two-week course, students learn how to blueprint a vessel and organize emergency squads for firefighting. The class covers how to give concise orders using the different types of communications with crewmembers and

land-based fire units, leadership roles and responsibilities, documentation of crew training, and emergency squad organizing.

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

STCW Basic Safety Refresher

This five-day U.S. Coast Guard-approved course meets the five-year STCW Chapter VI basic safety requirement for all personnel sailing prior to August 1, 1998. The four modules contained within the course are fire prevention and fire safety, elementary first aid, personal survival techniques and personal safety and social responsibilities. Classroom training in combination with assessment of proficiency as per STCW tables will be conducted and entries made in the training record book. (This course is limited to 25 students maximum.)

Industrial Relations

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

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

Courses also are conducted to provide Seafarers with full information on the many benefit plans available to qualifying members through the union's collective bargaining agreements.

General Physical Fitness

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

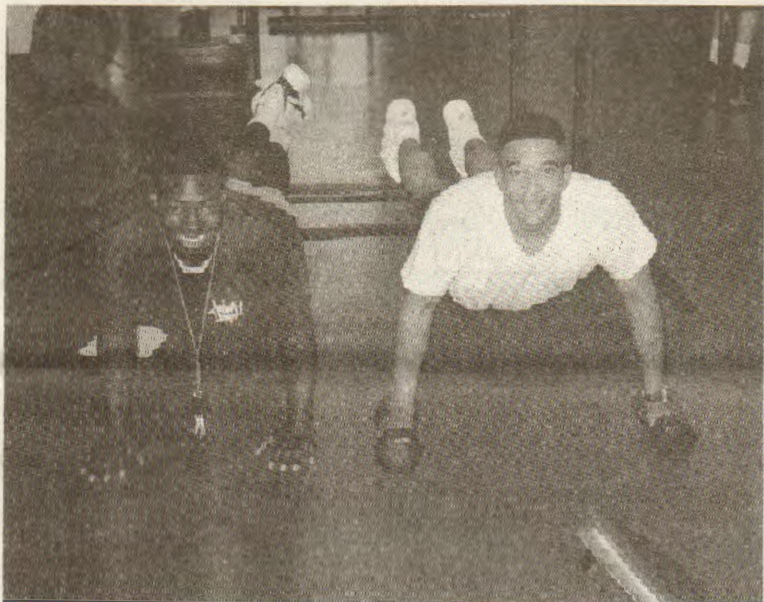
At the Paul Hall Center, workout programs are individually designed to meet the needs of the student. Students may participate in free weight, Nautilus or Universal weight training, which can be used to gain, lose or maintain body weight. Aerobic and swimming programs also are available.

Tanker Familiarization/Assistant Cargo (DL)

This is a 15-day, U.S. Coast Guard-approved, Category 1 course. It is designed to meet the Code of Federal Regulation requirements for personnel not having the required sea service. The objective of this course is to provide the knowledge and skills necessary to conduct operations on tankships. Topics include the 16-hour worker health and safety (HAZWOPER) First Responder/Operations Level, ship design and operation, cargo characteristics, enclosed space entry, cargo transfer and shipment, and pollution prevention and emergency operations and response.

LNG Familiarization

This three-week course consists of a safety program designed to meet STCW requirements for those who have not served on LNG ships. The course of instruction includes LNG firefighting, confined space awareness, LNG nomenclature, LNG ship operations, personal safety, LNG safety, hazardous material, LNG cargo tank (level indicators, temperature), LNG cargo pumps (Carter pump construction and ops), inert gas generator (general flow system), nitrogen gas system, LNG vapor compressor, warm-up heater and boil-off heater. (This course is limited to 25 students maximum.)



Academic Department Courses

The Academic Department has a long history of providing support and services to members of the Seafarers International Union. Since the founding of the school in Piney Point, Md., there has been academic support for students taking vocational programs as well as for those students who require basic skills, English language skills or wish to continue their education.

There are a variety of opportunities offered to the membership. Specific questions about the programs can be answered or explained by contacting the Academic Department at (301) 994-0010, ext. 5411.

General Education Program

The GED program is open to all members who do not have a high school diploma. Assistance is offered to prepare students to take the test in Maryland or in their home state. Emphasis is placed on writing skills, social studies, science, interpreting literature and art, and mathematics. GED students receive individualized instruction in preparation for the test. The school has a long history of successfully preparing SIU members to pass the test. For many Seafarers, this is a milestone in their lives. (Prior to taking the test in Maryland, a 12-week residency is required.)

Adult Basic Education

The Adult Basic Education (ABE) program assists students in improving their basic language, technical vocabulary and

mathematical skills. These skills help students experience greater success in both vocational and academic classes. Students who receive low scores on the T'ABE benchmark examinations, given at the Harry Lundeberg School, are encouraged to enroll in this program. Students may enter these classes while attending upgrader courses or may enroll in an extended ABE course offered throughout the year.

English as a Second Language

The English as a Second Language course assists students in basic English and technical vocabulary skills. The purpose of the class is to give Seafarers who have not learned English as their native language and who have difficulty speaking, hearing, understanding and/or writing the English language, the opportunity to gain proficiency in that language. As much as possible, instruction will be provided to give the Seafarer the English language skills necessary to perform the essential tasks within the department under which he or she sails. Classes are offered throughout the year for those students requiring in-depth instruction, or students may schedule assistance during their upgrading classes.

Basic Vocational Support Program

The Basic Vocational Support Program assists students in improving course-specific vocational language and mathemat-

ic skills. It is designed to assist with the fundamental understanding of concepts and theoretical ideas which are the fundamentals of a given vocational course. Some of these classes are offered prior to the regularly scheduled courses to provide the members with knowledge and skills that will assist them once the classes have begun. These courses are ideal for students who have been away from the classroom, need basic skills or do not use English as their native language.

College Program

The Seafarers Harry Lundeberg School is a degree-granting institution approved by the Maryland Higher Education Commission. Vocational courses also are approved for credit by the American Council on Education (ACE). Members may apply for college credit for many of the vocational courses that they take while upgrading at the school. In addition, the school offers general education courses required for an associate's degree. The school currently offers an Associate of Applied Science Degree in Nautical Science and Marine Engineering Technology. Students are required to have a total of 60 to 70 college hours to earn a degree. Students also may take advantage of remedial programs that help prepare them for college level courses. It is recommended that students meet with a counselor to plan a college program.

1999 Lundeberg School Upgrading Course Schedule

The following is the course schedule for the first half of the new year—January through June 1999—at the Seafarers Harry Lundeberg School of Seamanship, located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

The course schedule may change to reflect the needs of the membership, the industry or the national interest. Seafarers should continue to consult each monthly edition of the *Seafarers LOG* for the most up-to-date course schedule.

For additional information, contact the Seafarers Harry Lundeberg School of Seamanship, P.O. Box 75, Piney Point, MD 20674-0075; telephone (301) 994-0010. Please note that students 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.

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	January 11 April 5	February 19 May 14
Radar Observer/Unlimited	March 1 June 7	March 12 June 18
Radar Certification (1-day class)	March 12 June 18	
Bridge Management	March 22	April 2

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	January 11 May 3	February 19 June 11
QMED - Any Rating	January 25 May 3	April 16 July 23
Marine Electrical Maintenance I	March 8	April 16
Diesel Engine Technology	May 3	June 11
Power Plant Maintenance	January 11	February 19
Welding	February 22 April 19 June 14	March 19 May 14 July 9

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	March 22	May 3
Steward Recertification	February 1	March 9
LNG Recertification	May 10	May 27

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/Assistant (DL)	January 11 February 15	January 29 March 5

	April 12 May 10 June 7	April 30 May 28 June 25
Basic Firefighting	January 18 January 25 February 1 March 8 April 12 May 10 May 31	January 22 January 29 February 5 March 12 April 16 May 14 June 4
Advanced Firefighting	January 12 February 22 April 19 May 10	January 22 March 5 April 30 May 29
Government Vessels	February 1 March 1 March 22 May 17 May 24	February 19 March 19 April 9 June 4 June 11
Tankerman (PIC) Barge	March 15	March 19
Water Survival	December 28, 1998 January 25 February 8 February 22 March 22 April 19 May 18 June 14	January 8 February 5 February 19 March 5 April 2 April 30 May 28 June 25

Steward Upgrading Courses

Course	Start Date	Date of Completion
Galley Operations	January 11 February 15 March 15 April 12 May 10	February 5 March 12 April 9 May 7 June 4
Certified Chief Cook	January 11 April 5	April 2 June 25
Chief Steward	January 11 April 5	April 2 June 25

Academic Department Courses

Course	Start Date	Date of Completion
High School Equivalency Program (GED)	January 12	April 2
English as a Second Language (ESL) or Adult Basic Education (ABE)	January 25	March 5
General Education Courses	January 25 May 3	March 5 June 10

In addition, basic vocational support program courses are offered throughout the year, one week prior to the AB, QMED, FOWT, Third Mate, Tanker Assistant and Water Survival courses. An introduction to computers course will be self-study.



Stay on Course
Upgrade
at the Lundeberg
School

HOLIDAY GREETINGS

Continued from page 10

To my wife, Hattie

Happy holidays and God bless you.
From your husband,

A. Minors

To Brother James Robinson, all SIU officials, the LOG staff, the SIU shore-gang, PRMMI and all members of the Seafarers family

Holiday greetings and God bless you.

A. Minors

To Georgia and Brent, Chef Allan, Florence, Chef Maria T, and the staff at SHLSS

I really wish I could be with you guys at Christmas, and I really miss you all. You're such a special group of people to me. A prosperous Christmas to you all—and God bless! From your unforgettable friend aboard the *ITB Philadelphia*,

Joel Molinos

To all my shipmates

Merry Christmas and best wishes for a Happy New Year!

Jimmy Moyer

P

To Linda Thompson and Herman Rogge
Happy Christmas and Happy 1999.

William Parks

To Mary K. Taylor

I love you, honey, and miss you. Happy holidays.

Jeff Parsley

To Michael Sacco and all SIU officials and staff at headquarters, Piney Point and in all ports

Merry Christmas and a Happy New Year to all.

Peter and Lee Patrick

To all active and retired members and officials

Best wishes for a happy and healthy holiday season.

Peter and Lee Patrick

To Shelton Matthews

Thank you for another wonderful year together. Sorry for all the headaches. Have a very Merry Christmas and a wonderful New Year. Our love.

Mike (Peck) & Aldo (Santiago)

To Eric Wight

Thanks for showing us the way. If there is ever anything we can do, please don't hesitate to ask. Merry Christmas and Happy New Year. With much love and respect,

Mike (Peck) & Aldo (Santiago)

To our friends at Maritrans and all SIU members

We would like to wish all of our friends a Merry Christmas and a Happy New Year. May God bless each one of you!

Pete Peterson and family

R

To Mom, Marylee, Bruce, Beverly and Bob

From the Philippines, we would like to wish my family once again a Merry Christmas and a Happy New Year in 1999.

Bill, Vilma and Thomas Rackley

To Thomas Lee Rackley

On your second Christmas with us, we would like to wish our little angel sent from heaven a Merry Christmas and a Happy New Year.

Bill and Vilma Rackley

To Nick Marrone, Vince Coss, Nick Celona and George McCartney

I would like to wish the "good team" that makes up the port of San Francisco a Merry Christmas and a Happy New Year.

William G. Rackley

To Carlton D. Richardson

Carlton, it would be nice to kiss you Christmas morning, but if not, we understand. We all love you!

Your Lady In Waiting (Tina Richardson and your girls)

To Alex Morris and family

Hope all of you are nestled together on Christmas eve. Our love to all. P.S., Hi Becky!

Tina Richardson and family

To all at NATCO

Happy holidays to all, wherever you may be.

Carlton and Tina Richardson & family

To Randy Beacham

I know you are out there somewhere. Don't break too many hearts. Merry Christmas! Stop by and see us soon.

Tina Richardson & family

S

To my loving wife, Rowena

I'm glad we're able to spend the holidays together. I wish you a Merry Christmas, and may the New Year bring us luck and hap-

piness. Love always. Your husband,

Steven (Sanchez)

To all Seafarers, active and retired

Merry Xmas and a Happy New Year, including a big tribute to the best union worldwide.

Mr. and Mrs. Ricardo Siddons

To SIU President Michael Sacco and family and to all active and retired Seafarers

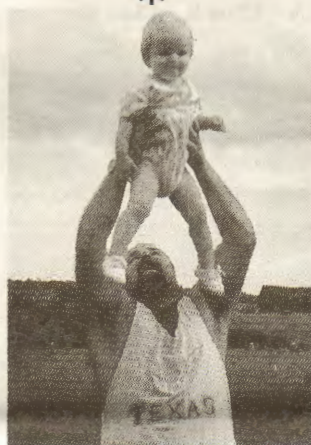
Wishing you a very Merry Xmas and a happy and healthy new year 1999. This holiday season brings back memories of old times of SIU holidays aboard ship and ashore.

Simeon "Mike" Simos

To SIU Orgulf members

Christmas is a time of year to express good wishes to people who mean a lot to you. So I wish you all great joy and happiness throughout 1999.

Becky Sleeper



Joel and Harpel Lechel

To SIU officials and staffs at headquarters and HLSS

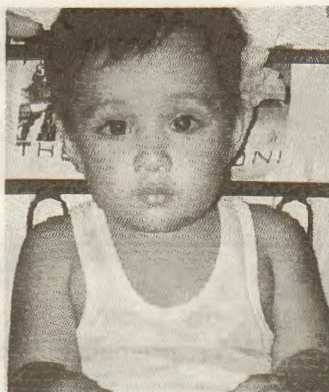
SIU is a great organization and you make it happen. Thanks. Happy holidays to you all and remember: Buy Union - Buy American made!

Becky Sleeper

To George Tricker

Hope your Christmas season is all you hope for — and have a great New Year.

Marty Smith



Thomas Lee Rackley



Steven & Rowena Sanchez



Percy and Dottie Kennedy on the Santa Mariana



Rose Hunt



William and Joan Peterson with sons Richard and David



15-month-old Jacob Ryan, grandson of Carlton Richardson, second engineer on the Manhattan Island



Chief Steward Sandra Leonard



To SIU & Orgulf union members

Have a happy holiday and a great New Year!

Marty Smith

To Becky Sleeper & the girls in the St. Louis port

I surely pray that you all have a great holiday with your families and friends. I will be thinking of you during this holiday season.

Marty Smith

T

To Jeffrey Parsley

I love you and miss you. Merry Christmas.

Mary K. Taylor

To all my brothers and sisters in the SIU

I wish you all the best and many more to come. Let every day be a happy one.

Tom Tobias

To Alida Turko

Merry Xmas and Happy New Year. I love you both very much. I'm always thinking of you. Love,

Alek Turko

U

To all Seafarers

Holiday greetings from the 'Ariang Express.'

Jack Utz

V

To all my shipmates

Season's greetings with love and respect.

Suzanne Van Schoor

W

To Sue Walker

Merry Christmas to the world's sweetest, dearest, most loving and caring lady in this world, you, my sweet, loving wife. Loving you forever,

Lonnie F. Walker

To Steve Kimmel, Barry Checks and Marty Smith

I hope you have a safe and wonderful holiday and a Happy New Year. Your friend,

Darren Webb

To Eleanor, Frank and Sarah Wilcox

To the best family a man could have. I love you all. Merry Christmas and Happy New Year.

Robert Wilcox

To the Tacoma SIU hall

Happy holidays to Red Stolen and the SIU gang — also to everyone at SIU headquarters and Piney Point.

James L. Woods

Misc.

To Ramon Barnett

We wish you and your family a safe and enjoyable holiday. Again, thank you for all that you have done for us. You're the best!

Dredge Long Island crew

To Captain Jim Stafford

Merry Christmas and Happy New Year to you and your family. We are lucky to have such a wonderful, competent and caring captain!

The crew of the Padre Island

Seafarers International Union Directory

Michael Sacco
President

John Fay
Executive Vice President

David Heindel
Secretary-Treasurer

Augustin Tellez
Vice President Contracts

Roy A. "Buck" Mercer
Vice President Government Services

Jack Caffey
Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgoy
Vice President Gulf Coast

Nick Marrone
Vice President West Coast



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

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

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

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

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

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

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

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

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

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

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

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

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

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.
Fl. Lauderdale, FL 33316
(954) 522-7984

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

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

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

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

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

Dispatchers' Report for Great Lakes

OCTOBER 16 — NOVEMBER 15, 1998

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	28	11	0	15	4	0	13	7
ENGINE DEPARTMENT									
Algonac	0	16	6	0	11	2	0	5	4
STEWARD DEPARTMENT									
Algonac	0	7	5	0	3	0	0	4	5
ENTRY DEPARTMENT									
Algonac	0	20	17	0	7	9	0	13	8
Totals All Depts	0	71	39	0	36	15	0	35	24

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

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

Dispatchers' Report for Inland Waters

OCTOBER 16 — NOVEMBER 15, 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
DECK DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	7	4	21	3	1	9	3	2	14
Lakes, Inland Waters	31	0	0	13	0	0	39	0	0
West Coast	1	0	6	7	0	1	4	3	9
Totals	39	4	27	23	1	10	46	5	23
ENGINE DEPARTMENT									
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	1	2	2	1	1	0	1	1	0
Lakes, Inland Waters	12	0	0	7	0	0	15	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	13	2	2	8	1	0	16	1	0
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	16	0	0	7	0	0	14	0	0
West Coast	0	0	0	0	0	0	0	0	5
Totals	16	0	0	7	0	0	14	0	5
Totals All Depts	68	6	29	38	2	10	76	6	28

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

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

PIC-FROM-THE-PAST

This photo, sent to the Seafarers LOG by Pensioner Richard J. McConnell, was taken in 1951 aboard the *William Ford Nichols*, a World War II Liberty ship.

McConnell (in center of photo) shipped as an AB from the old Wall Street hall in Brooklyn. In a note accompanying the photo, he wrote that the ship sailed to Norfolk, Va. to load supplies at the Army base and then sailed for Newfoundland, where it waited five days to make a convoy of five ships which were to sail with the icebreaker *Westwind*, bound for Thule, Greenland with building supplies for the North American defense base there. He stated, "Before we left Norfolk, they welded a steel plate on our bow because we were to be the lead ship. The reason for this was that our skipper was the only captain who had sailed in heavy ice before. We steered from the flying bridge because of pack ice, and visibility was much better than in the wheelhouse. The *Westwind* broke out a small Danish fishing vessel which had been icebound for the previous six weeks. It had come up north too early and became frozen in the water. The voyage lasted from May 22 until August 23. It was one of many memorable trips sailing the world with some real good shipmates."

Richard McConnell, now 72, retired from the SIU in 1970 and is living in Long Beach, Calif.





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.

Among the 26 Seafarers joining the ranks of pensioners this month are two recertified bosuns and two recertified stewards.

Representing over 120 years of active union membership, Recertified Bosuns Freddie Goethe and Richard R. Moss and Recertified Stewards Earl N. Gray Sr. and Henry Jones Jr. graduated from the highest level of training in the deck and steward departments, respectively, at the Lundeberg School in Piney Point, Md.

Including the four recertified graduates, 19 of those signing off shipped in the deep sea division, five sailed the inland waterways, and two plied the Great Lakes.

Thirteen of the retiring pensioners sailed in the engine department, nine shipped in the deck department and four worked in the steward department.

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

DEEP SEA

MADELINE K. BARRETT, 65, began sailing with the SIU in 1980. A native of Hawaii, she worked in the steward department. Sister Barrett sailed primarily aboard vessels operated by American Hawaii Cruises and last worked on the *SS Independence*. She makes her home in Honolulu.



JAMES M. BOLEN, 66, began sailing with the Seafarers in 1966. A native of Washington, he worked in the deck

department and upgraded his skills at the Lundeberg School in Piney Point, Md. Brother Bolen last sailed aboard the *Sea-Land Freedom* and has retired to Seattle.

MICHAEL T. DELANEY, 59, graduated from the Andrew Furuseth Training School in 1962



and joined the SIU in the port of New York, first sailing aboard the *Antinous*, operated by Waterman Steamship Corp. He worked in the deck department and upgraded his skills at the Lundeberg School. Brother Delaney's last ship was the *Sea-Land Commitment*. The New York native served in the U.S. Army from 1958 to 1960. He resides in Lutz, Fla.

CARLOS M. DELMONTE, 74, began sailing with the Seafarers in 1969 from the port of New York. Born in Jamaica, he worked in the engine department and upgraded his skills at the Lundeberg School. Brother DelMonte last sailed aboard the *Nuevo San Juan*, operated by NPR, Inc. He calls Jacksonville, Fla. home.



JOSEPH A. DIZENGOFF, 65, first sailed with the SIU in 1951 aboard the *Olympic Games*, operated by

Western Tankers. A native of New York, he worked in the engine department, last sailing aboard American Hawaii Cruises' *SS Constitution*. During his career, he upgraded his skills at the Lundeberg School and was active in union organizing drives. From 1954 to 1956, he served in the U.S. Army. Brother Dizengoff makes his home in Las Vegas.

FREDDIE GOETHE, 48, graduated from the Lundeberg School's entry level training program in 1971 and



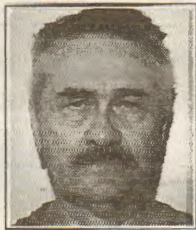
joined the Seafarers in the port of New York. The *Halcyon Panther* was his first vessel. Brother Goethe sailed in the deck department and upgraded his skills at the Lundeberg School, where he graduated from the bosun recertification program in 1979. Prior to his retirement, he worked aboard the *Nedlloyd Holland*, a Sea-Land Service vessel. The Georgia native served in the U.S. Navy from 1969 to 1970. He has retired to Jacksonville, Fla.



CLODUALDO G. GOMEZ, 64, joined the Marine Cooks and Stewards (MC&S) in 1968, before that union

merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Born in the Philippines, he worked as a chief cook, last sailing aboard a Sea-Land Service vessel. Brother Gomez makes his home in San Pablo, Calif.

JUSTO M. GONZALEZ, 68, started his career with the SIU in 1963 in the port of Philadelphia.



His first ship was the *Petrochem*, operated by Valentine Chemical Carriers. Born in Puerto Rico, he sailed in the engine department and frequently upgraded his skills at the Lundeberg School. From 1951 to 1954, he served in the U.S. Marine Corps. Brother Gonzalez last sailed in 1984 aboard the *Overseas Harriette*. He resides in Pennsauken, N.J.



JOSEPH GRAVES, 66, joined the Seafarers in 1966. Born in Texas, he sailed in the engine department and

upgraded his skills at the Lundeberg School. Prior to his retirement, Brother Graves sailed aboard the *Sea-Land Navigator*. Brother Graves served in the U.S. Army from 1951 to 1954. He calls Federal Way, Wash. home.

EARL N. GRAY SR., 67, began sailing with the SIU in 1967 from the port of New Orleans. His first ship was the *Transhartford*, a Hudson



Waterways vessel. A native of Louisiana, he sailed in the steward department and upgraded frequently at the Lundeberg School, where he graduated from the steward recertification program in 1988. Brother Gray last worked aboard the *Overseas Ohio* and has retired to New Orleans. From 1948 to 1951, he served in the U.S. Air Force.

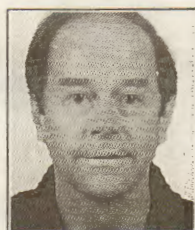


HENRY JONES JR., 58, graduated from the Andrew Furuseth Training School in 1964 and

joined the Seafarers in the port of New York, first sailing aboard the *Hercules Victory*. The Louisiana native worked in the steward department and upgraded his skills at the Lundeberg School, where he graduated from the steward recertification program in 1982. Prior to his retirement, he worked aboard the *Liberty Star*. Brother Jones makes his home in Liberty, Miss.

RICHARD R. MOSS, 49, graduated from the Lundeberg School's entry level training program in 1967 and joined the SIU in the port of New Orleans. Born in California, he sailed in the deck department and upgraded his skills at the Lundeberg School, where he completed the bosun recertification course in 1988. From 1968 to 1970, he served in the U.S. Army. Brother Moss calls Aransas Pass, Texas home.

GUY POLLARD-LOWSLEY, 61, started his career with the Seafarers in 1967 in the port of San Francisco. His first ship was the *Santa Maria*, operated by Alpine Geophysical.



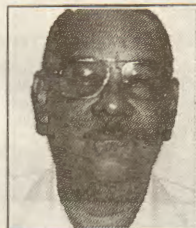
A native of England, he sailed in the engine department and upgraded his skills at the Lundeberg School. Prior to his retirement, he signed off the *Sea-Land Explorer*. Brother Pollard-Lowsley resides in Seattle.



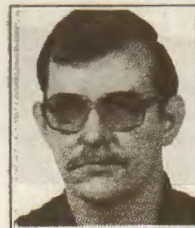
CHRISTO PSANIS, 64, joined the SIU in 1961 in the port of New York, sailing aboard the *Gateway City*,

operated by Sea-Land Service. During his career, he was active in union organizing drives. Born in Greece, he sailed in the deck department and upgraded his skills at the Lundeberg School. Brother Psanis last sailed aboard a Sea-Land Service vessel. He has retired to Miami.

EDGARDO RAMIREZ, 60, began sailing with the Seafarers in 1966 from the port of New Orleans



aboard the *Steel Voyager*, operated by Isthmian Lines. A native of Honduras, he worked as a member of the engine department. Brother Ramirez last signed off the *Green Island*, a Waterman Steamship Corp. vessel. He makes his home in Kenner, La.



JOSEPH E. VAIN, 54, graduated from the Andrew Furuseth Training School in 1964 and joined the

SIU in the port of Baltimore. The *Alamar*, operated by Calmar Steamship Corp., was his first vessel. A native of Maryland, he sailed in the engine department and frequently upgraded his skills at the Lundeberg School. Brother Vain last sailed aboard the *Cape Mohican*, an OMI Ship Management vessel. He makes his home in Baltimore.

JEON MING WANG, 72, joined the Seafarers in 1987 in the port of Honolulu.



Born in China, he worked in the engine department. Brother Wang sailed primarily aboard vessels operated by American Hawaii Cruises. His first, as well as his last, ship was the *SS Independence*. He has retired to Madison, Wis.



RENE U. YANES, 65, first sailed with the SIU in 1969 aboard the *Cottonwood Creek*, operated by Ogden Bulk

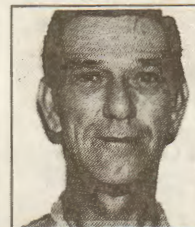
Transportation. Born in El Salvador, he sailed in the engine department and upgraded his skills at the Lundeberg School. He last sailed in 1995 aboard the *Overseas Harriette*, an Ocean Bulk Ships vessel. Brother Yanes calls Houston home.

ROBERT D. ZURFLUH, 60, started his career with the Seafarers in 1959, sailing aboard Great Lakes vessels. He later transferred to the deep sea division.



Brother Zurfluh worked in the engine department, last sailing aboard the *Sea-Land Reliance*. The Wisconsin native served in the U.S. Navy from 1955 to 1958. He makes his home in Seattle.

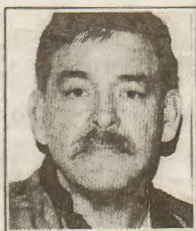
INLAND



WILLIAM B. FURMAN, 57, began sailing with the Seafarers in 1966 from the port of Norfolk, Va. A native of

Virginia, he sailed in the deck department and upgraded his skills at the Lundeberg School. Boatman Furman last sailed aboard the *Bruce*, an Allied Towing Co. vessel. He has retired to Portsmouth, Va.

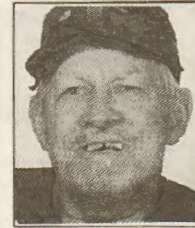
CHARLES E. GARCIA SR., 65, started



his career with the SIU in 1963 in the port of New Orleans. Born in Louisiana, he worked in the deck department, last sailing as a captain aboard a Dixie Carriers vessel. From 1950 to 1951, he served in the U.S. Navy. Boatman Garcia calls Slidell, La. home.

THOMAS O. McCAUSEY, 63, started his career with the Seafarers in 1969. Born in Detroit, he worked in the deck department, last sailing aboard a Crowley Marine Service vessel. From 1955 to 1959, he served in the U.S. Marine Corps. Boatman McCausey has retired to Long Beach, Calif.

EDVARD TOUCHETTE JR., 63, first sailed with the SIU in 1960 from the port of Houston. The Louisiana native worked in the deck department, last sailing in 1980 aboard a National Marine Service vessel. During his career, he attended an educational conference at the Lundeberg School. Boatman Touchette makes his home in Houston.



RICHARD P. UTLEY, 62, started his career with the Seafarers in 1960 in the port of Houston.

Starting out in the deep sea division, his first ship was the *Bulk Leader*. He later transferred to inland vessels, sailing as a chief engineer. Boatman Utley sailed primarily aboard G&H Towing Co. vessels, last signing off the *Gretchen*. From 1953 to 1955, he served in the U.S. Air Force. He has retired to Livingston, Texas.

GREAT LAKES

MUSID S. ELMODHJI, 59, joined the Seafarers in 1965 in the port of Detroit. Born in Yemen, he sailed in the engine

Continued on page 21

Final Departures

DEEP SEA

JACK W. ARELLANES



Pensioner Jack W. Arellanes, 71, passed away October 15. Born in California, he started his career with the Seafarers in 1947 in the port of Baltimore. Brother Arellanes sailed in the deck department and began receiving his pension in October 1979. He was a veteran of World War II, having served in the U.S. Navy from 1942 to 1946. He lived in Willits, Calif.

SANDY CRAWFORD



Pensioner Sandy Crawford, 83, died October 11. A native of Virginia, he joined the SIU in 1961. Brother Crawford worked in the steward department, last sailing as a chief cook. A resident of Philadelphia, Brother Crawford retired in December 1980.

KWOK W. DER

Pensioner Kwok W. Der, 70, passed away July 24. He joined the Marine Cooks & Stewards (MC&S) in 1955 in the port of San Francisco, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Born in China, he became a U.S. citizen and lived in San Francisco. Brother Der began receiving his pension in March 1994.

HENRY B. DONNELLY



Pensioner Henry B. Donnelly, 78, died September 28. Brother Donnelly began his career with the Seafarers in 1947 in his native New York. He sailed in the steward

department and upgraded his skills at the Lundeberg School in Piney Point, Md., where he graduated from the steward recertification program in 1980. A resident of Lacombe, La., Brother Donnelly retired in September 1985.

CURTIS ELLIOTT



Pensioner Curtis Elliott, 73, passed away September 24. Born in Texas, he joined the MC&S in 1952, before that union merged with the SIU's AGLIWD. Brother Elliott was a resident of San Francisco and began receiving his pension in August 1974.

CHRISTOS FERROUS



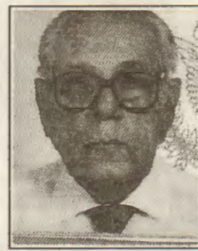
Pensioner Christos Ferrous, 78, died August 28. A native of Greece, he started his career with the Seafarers in 1959. Brother Ferrous sailed in the deck department and upgraded his skills at the Lundeberg School. A resident of Daly City, Calif., he retired in April 1987.

JACK FITZGERALD



Pensioner Jack Fitzgerald, 73, passed away October 9. Brother Fitzgerald joined the SIU in 1948 in the port of New York. Born in New Zealand, he worked in the engine department, last sailing aboard the *Sea-Land Pioneer*. He was a resident of Brooklyn, N.Y. and began receiving his pension in October 1985.

MIGUEL A. HIPOLIT



Pensioner Miguel A. Hipolit, 94, died October 2. He started his career with the Seafarers in 1947. Brother Hipolit sailed as a member of the engine department and retired in October 1965. Born in Cuba, he became a U.S. citizen and was a resident of Miami.

HELGE HOLMSTROM



Pensioner Helge Holmstrom, 78, passed away December 5, 1997. A native of Sweden, he joined the SIU in 1962 in the port of New York. His first ship was the *Seatrain Savannah*. Brother Holmstrom sailed in the engine department and upgraded his skills at the Lundeberg School. Prior to his retirement in December 1979, he last sailed as a chief electrician aboard the *Afoundria*, a Sea-Land Service vessel. He made his home in Stockholm.

SANTIAGO M. KINANAHAM
Pensioner Santiago M. Kinanaham, 74, died September 18. Born in the Philippines, he began sailing with the Seafarers in 1968 from the port of Seattle. His first ship was the *Eagle Traveler*, operated by Sea Transport Corp. Brother Kinanaham worked as a chief cook and last signed off the *Sea-Land Tacoma*. He was a veteran of World War II, having served in the U.S. Army from 1942 to 1946. A resident of Seattle, he began receiving his pension in July 1993.

ISIDOROS M. KYRIAKOS



Pensioner Isidoros M. Kyriakos, 70, passed away October 12. He joined the SIU in 1949 in the port of New York. Brother Kyriakos worked in the deck department and retired in November 1993. Born in Greece, he became a U.S. citizen and resided in Metairie, La.

CURTIS A. LADNER



Curtis A. Ladner, 27, died October 10 due to complications resulting from a car accident. A native of Gulfport, Miss., he graduated from the Lundeberg School's entry level training program in 1996 and joined the Seafarers in the port of Piney Point,

Md. Brother Ladner lived in Slidell, La. and sailed as a member of the steward department.

JAMES C. LEWIS



Pensioner James C. Lewis, 72, passed away September 16. Born in North Carolina, he graduated from the MC&S training school in 1965 and joined the MC&S in the port of San Francisco, before that union merged with the SIU's AGLIWD. His first ship was the *Santa Malta*. He served in the U.S. Navy from 1943 to 1963. A resident of Newark, Calif., Brother Lewis began receiving his pension in October 1985.

BASILIO R. MALDONADO



Pensioner Basilio R. Maldonado, 79, died September 30. Brother Maldonado started his career with the Seafarers in 1953. Born in Puerto Rico, he sailed in the deck department and upgraded his skills at the Lundeberg School, where he graduated from the bosun recertification program in 1974. He was a veteran of World War II, having served in the U.S. Army from 1941 to 1943. Brother Maldonado resided in Carolina, P.R. and retired in July 1984.

GEORGE E. MALONE

Pensioner George E. Malone, 74, passed away September 29. He began sailing with the SIU in 1960 from the port of New Orleans. The Louisiana native sailed in the steward department and upgraded his skills at the Lundeberg School. Prior to his retirement in May 1989, Brother Malone signed off the *Cove Trader*. He was a resident of Houston.

HUBERT S. MARTIN



Pensioner Hubert S. Martin, 82, died September 28. Born in Tennessee, he started his career with the SIU in 1966 in the port of Seattle. He sailed in the engine department and began receiving his pension in June 1981. Brother Martin served in the U.S. Army from 1935 to 1957. He was a resident of Ludlow, Wash.

JAMES A. MONTGOMERY



Pensioner James A. Montgomery, 77, passed away October 5, 1997. A native of Texas, he first sailed with the MC&S in 1947 from the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Montgomery was a resident of Sunnyvale, Calif. and retired in December 1969.

WILLIAM W. QUIN

Pensioner William W. Quin, 78, died September 26. He joined the Seafarers in 1955 in the port of New Orleans. The Mississippi native sailed in the engine department and upgraded his skills at the Lundeberg School. A veteran of World War II, he served in the U.S. Marine Corps



from 1941 to 1945. Brother Quin was a resident of Columbia, Miss. and started receiving his pension in 1980.

RICHARD H. ROMERO

Pensioner Richard H. Romero, 82, passed away July 29. Born in New Mexico, he joined the MC&S in 1943, before that union merged with the SIU's AGLIWD. Prior to his retirement in September 1973, he signed off the *President Cleveland*, operated by American President Lines. Brother Romero was a resident of Las Vegas, N.M.

DAVID SAN MIGUEL

Pensioner David San Miguel, 87, died August 17. He joined the MC&S in 1957 in the port of San Francisco, before that union merged with the SIU's AGLIWD. A resident of the Philippines, Brother San Miguel began receiving his pension in February 1976.

DONALD R. SHIVELY

Pensioner Donald R. Shively, 71, passed away during the early part of this year. Born in Nebraska, he began sailing with the MC&S in 1957 from the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Shively resided in Lodi, Calif. and retired in June 1975.

HAROLD W. SMITH

Pensioner Harold W. Smith, 79, died in 1997. Brother Smith joined the MC&S in 1953 in the port of Seattle, before that union merged with the SIU's AGLIWD. The Washington native began receiving his pension in September 1983. He was a resident of San Francisco.

ALEXANDER S. STANKIEWICZ



Pensioner Alexander S. Stankiewicz, 74, passed away October 4. A native of Pennsylvania, he started his career with the Seafarers in 1943. He sailed in the engine department and upgraded frequently at the Lundeberg School. Prior to his retirement in April 1991, Brother Stankiewicz signed off the *Thompson Pass*, an InterOcean Management Corp. vessel. He was a resident of Wilmington, Calif.

PABLO E. TORRES



Pensioner Pablo E. Torres, 96, died September 21. Born in Puerto Rico, he began sailing with the SIU in 1942 from the port of Mobile, Ala. Brother Torres worked in the deck department and began receiving his pension in April 1967. He resided in Ponce, P.R.

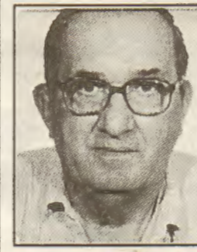
CARLOS TRONCOSO



Pensioner Carlos Troncoso, 72, passed away October 11. Brother Troncoso joined the Seafarers in 1946 in the port of New Orleans.

He sailed in the engine department and retired in April 1981. The Louisiana native lived in Metairie.

JOSEPH A. YANIK



Pensioner Joseph A. Yanik, 85, died September 29. He started his career with the SIU in 1947 in the port of New York. The Pennsylvania native sailed in the engine department. During his career, he was active in union organizing drives. A resident of Northampton, Pa., he began receiving his pension in September 1979. Brother Yanik served in the U.S. Army during the World War II years of 1941 to 1945.

LOUIS ZWERLING



Pensioner Louis Zwerling, 88, passed away September 25. A native of New York, he joined the Seafarers in 1941. During his career, he sailed in the deck department and was active in union organizing drives. Brother Zwerling was a resident of New York. He retired in June 1984.

INLAND

JENNIS S. ALEXANDER



Pensioner Jennis S. Alexander, 82, passed away October 11. A native of North Carolina, he joined the Seafarers in 1961 in the port of Norfolk, Va. Boatman Alexander sailed as a chief engineer and started receiving his pension in February 1979. He resided in Chesapeake, Va.

CURTIS C. CHAMBERLAIN



Pensioner Curtis C. Chamberlain, 83, died September 16. He started his career with the SIU in 1961 in the port of Philadelphia. The Pennsylvania native sailed as a captain. Boatman Chamberlain, a resident of Buena, N.J., retired in July 1980.

CULLEN B. COLBERT



Pensioner Cullen B. Colbert, 78, passed away September 30. Boatman Colbert joined the Seafarers in 1956 in the port of Mobile, Ala. The Alabama native sailed as a chief engineer and began receiving his pension in February 1988. He was a veteran of World War II, having served in the U.S. Army from 1942 to 1945. He made his home in Uria, Ala.

WILLIE EDWARDS

Willie Edwards, 26, died October 3. Boatman Edwards sailed with the SIU from the port of New Orleans. He worked primarily aboard vessels operated by Delta Queen Steamship

Continued on page 20

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.

ITB NEW YORK (Sheridan Transportation), August 30—Chairman **Stephen J. Argay**, Secretary **Theodore E. Quammie**, Steward Delegate **Elsayed T. Amasha**. Chairman announced payoff on arrival in New York. **AB Adam Talucci**, 26, died in an accident aboard ship. Chairman stated Adam will always be remembered as a good man, one who could be counted on at any time, as well as an excellent Seafarers and brother. Rest of crew sent expressions of sympathy to Talucci family. Educational director stressed importance of safety at all times, especially when docking vessel. No beefs or disputed OT reported. Vote of thanks given to steward department for job well done.

ITB PHILADELPHIA (Sheridan Transportation), August 30—Chairman **Vagn Teddy Nielsen**, Secretary **Robert Wilcox**, Educational Director **Joe M. Algieri**, Engine Delegate **Mohamed Hadwan**. Secretary thanked crew for helping keep messhall clean and orderly. Educational director reminded members about necessity of obtaining training record book (TRB) in order to register. No beefs or disputed OT reported. Suggestion made and forwarded to contracts department for members to be allowed to file for vacation based on rotation assigned to shipping card. Next port: New York.

LIBERTY WAVE (Liberty Maritime), August 30—Chairman **Roger J. Reinke**, Secretary **F. L. Washington Sr.**, Educational Director **Charles Sandino**, Deck Delegate **Rodriguez Gonzales**, Engine Delegate **Carl Turner**, Steward Delegate **Henry Greene**. Chairman announced vessel in Southwest Pass on September 14 with arrival and payoff in New Orleans following day. Secretary reminded crew to clean rooms, defrost cooler boxes and turn in room keys for next person. Educational director urged crew members to upgrade at Paul Hall Center in Piney Point, Md. Some disputed OT reported in deck department. No beefs or disputed OT noted from engine or steward delegates. Bosun stressed need for safety on deck when washing down holds.

LNG LEO (Energy Transportation Corp.), August 30—Chairman **Charles H. Kahl**, Secretary **Henry Jones Jr.**, Educational Director **George Henderson**, Deck Delegate **Donald Peterson**, Engine Delegate **David Vega**, Steward Delegate **Amy K. Rippel**. Bosun thanked all departments for safe work. He also led discussion on transfer of ship's management and how important it is to donate to SPAD. Educational director stated for better paying jobs, Lundeberg School is a must. He reminded crew members to check z-cards for expiration date and to apply for TRBs. Treasurer announced \$280 in ship's fund and \$150 in communication fund. No beefs or disputed OT reported by department delegates. Vote of thanks given to steward department for good meals and to whole SIU crew for tidying up rec room and other

areas of ship. Next ports: Arun, Indonesia and Tobata, Japan.

SEA-LAND INTEGRITY (Sea-Land Service), August 30—Chairman **Leon Jekot**, Secretary **Joseph J. Gallo Jr.**, Educational Director **C. Tsipliareles**. Payoff announced for September 3 in Port Elizabeth, N.J. Secretary thanked all departments for great teamwork. Educational director urged members to make upgrading at Piney Point a priority. No beefs or disputed OT reported. Request made for fans to be issued to all crew and for everyone to rewind and catalog movies when finished using them. Steward department given vote of thanks for great job.

SEA-LAND LIBERATOR (Sea-Land Service), August 30—Chairman **Joel Miller**, Secretary **John Eric Bull**, Educational Director **George Phillips**, Deck Delegate **Fred Collins**, Steward Delegate **W. S. De Leon**. Chairman noted vessel made first trip to East Coast. Canal transit was nice, but ship expected to return to 42-days runs or Asian shuttle. Secretary said movies are great morale builder and asked that everyone donate to movie fund. Educational director reminded crew members of need to obtain TRBs. No beefs or disputed OT reported. Next ports: Long Beach, Calif.; Colon, Panama; Freeport, Bahamas; and Miami, Fla.

USNS ALLEGIANCE (Maritran/IUM), August 29—Chairman **Robert Coleman**, Secretary **Tyler N. Laffitte**, Deck Delegate **Steve Brown**, Engine Delegate **Larry D. Wesley**, Steward Delegate **Fidel Thomaz**. Bosun informed crew of ship's itinerary and payoff. He also expressed need for unity among crew to stand up for SIU policies on Maritran vessels. Educational director urged members to go to Paul Hall Center to upgrade whenever possible. He also stressed importance of supporting union through SPAD donations. No beefs or disputed OT reported. Communications read and posted regarding payoff procedures. All were reminded that smoking is prohibited in crew lounge and messhall as per contract. Several items requested aboard ship, including juice machine, service trays and salad bar in galley, coffee machine for officers' mess, and microwave ovens for both mess halls.

ITB JACKSONVILLE (Sheridan Transportation), September 10—Chairman **Sonny Pinkham**, Secretary **Rayfield E. Crawford**. President's report in latest LOG read and discussed. Educational director appealed to crew members to upgrade and take advantage of educational opportunities at Piney Point. No money in ship's treasury at present time, but thanks extended to all those who contributed to ship's bike fund. It was a great effort. Deck delegate reported some disputed OT in his department concerning work of riding gang, mainly chipping and painting duties. None noted in engine or steward departments. Bosun thanked deck gang for work well done. Thanks also given to

steward department for good meals and service. Reminder given to keep noise to minimum while others are sleeping and to keep lounge areas clean. Next port: New York.

OVERSEAS MARILYN (Maritime Overseas), September 6—Chairman **Marco Galliano**, Secretary **Raffaele Ascione**, Educational Director **Derrick D. Gates**, Deck Delegate **James Jowers**, Engine Delegate **Hector Frederick**, Steward Delegate **Santiago Amaya**. Chairman had number of items to report. He noted payoff will take place upon arrival in New Orleans, TRBs are now necessary to register, tour of duty completion forms now on board, and transportation to port of engagement is payable upon completion of tour of duty only. No beefs or disputed OT reported. Suggestion for contracts department to look into extending prescription medicine benefits to cover dependents.

OVERSEAS OHIO (Maritime Overseas), September 15—Chairman **Timothy D. Koebel**, Secretary **J. Smith**, Educational Director **Byron Elliott**, Deck Delegate **Robert Borchester**, Engine Delegate **Mike McNally**. Chairman reported on future of Maritime Overseas tanker fleet. Educational director urged Seafarers to attend Lundeberg School to increase skills and knowledge. No beefs or disputed OT reported. Several items referred to negotiating committee, including vacation after 90 days and question of emergency leave. Suggestion made to have company provide direct deposit into seamen's bank accounts as alternative to cash or check draw. Crew members asked to make list of any required room repairs. Padding needed for overheads in galley. Vote of thanks given to steward department for job well done.

PAUL BUCK (Ocean Carriers), September 20—Chairman **John Konetes**, Secretary **Antoinette Spangler**, Educational Director **George H. Bixby**, Deck Delegate **Frank Alvarez**, Engine Delegate **Donal Swanner**, Steward Delegate **Ali Quraish**. Chairman advised crew to apply for TRB and emphasized its importance. He also reviewed communications from headquarters, including present wage and pay scale, vacation benefits and pension plan contribution breakdown for each member. He noted concern about opened mail. Educational director recommended upgrading at Lundeberg School to advance job classification and skills. No beefs or disputed OT reported. Crew reminded to check z-card for expiration date.

SEA-LAND ENTERPRISE (Sea-Land Service), September 24—Chairman **Hayden W. Gifford**, Secretary **Franchesca D. Rose**. Crew informed of deadline extension for TRBs, but noted books are necessary when registering. Secretary urged Seafarers to upgrade skills at Paul Hall Center and keep abreast of regulations pertaining to shipping (STCW endorsements, TRBs). Educational director asked members to be aware of location of all fire stations and equipment. No beefs or disputed OT reported. Request made for information on medical cards. Steward department given vote of thanks for good food. Next port: Tacoma, Wash.

SEA-LAND EXPLORER (Sea-Land Service), September 6—Chairman **Raymond Yager**, Secretary **John F. Bass**, Educational Director **Clarence Langford**, Deck Delegate **James Morgan**, Engine Delegate **Walter R. Hutchinson**, Steward Delegate **Jaber Ali**. Chairman announced end of good voyage. Educational director advised

everyone to take advantage of upgrading opportunities at Lundeberg School. He also reminded them of need to obtain TRBs. Treasurer announced \$715 in ship's fund. No beefs or disputed OT reported. All aboard agreed new fire-fighting school in Piney Point is good idea. New washer and dryer requested in addition to new ice machine. QMED also suggested ordering milder soap for laundry. Next ports: Long Beach and Oakland, Calif.

SEA-LAND GALVESTON BAY (Sea-Land Service), September 6—Chairman **William Henderson**, Secretary **Edward C. Winne**, Educational Director **Edward C. Mancke**, Steward Delegate **Ali S.**

Delegate **Ramon V. Duran**, Engine Delegate **Frederick V. Vogler**, Steward Delegate **Nasar A. Al-Faqih**. Chairman noted that supporting SPAD is important way to make union voice heard on Capitol Hill and that "Politics Is Porkchops" is same today as in Paul Hall's time. He also thanked steward department for job well done and good food. He stated to be competitive in job market with its continually changing requirements, crew members need to take courses at Piney Point and upgrade skills. Secretary gave vote of thanks to Bosun Wilson, all ABs and engine department members for keeping messhalls and crew lounge clean. Thanks also given to Deck Maintenance **Mousid S. Omar** for painting galley storeroom. Educa-

Emergency Averted on S-L Consumer



Steward/Baker Danny Brown (left) and Chief Cook John Foster not only do a great job feeding the crew on the *Sea-Land Consumer*, they also know when their food should be smoking or not. So when Foster recently smelled something burning and it was not lunch, he investigated and discovered smoke billowing from the steering room area. He quickly informed the chief engineer, and crew members were mustered to put out the flames. At the next shipboard meeting, Bosun Francis Adams thanked Foster for his alertness and expressed his gratitude to the crew for their efforts in extinguishing the fire.

Hydera. Chairman announced Coast Guard inspection next month. Some disputed OT reported in deck department relating to routine sea watches. No beefs or disputed OT in engine or steward departments. Discussion held on rotary shipping and how SIU fought for years to keep it even though companies may be pushing for permanent jobs. Vote of thanks given to steward department. Next ports: Boston, Mass., Elizabeth, N.J., and Portsmouth, Va.

SEA-LAND HAWAII (Sea-Land Service), September 15—Chairman **Hugo Dermody**, Secretary **Jonny Cruz**, Educational Director **Mark Serlis**, Deck Delegate **Michael Brown**, Engine Delegate **Blademiro S. Santana**, Steward Delegate **Jorge Salazar**. Chairman announced payoff in Elizabeth, N.J. and advised crew to keep abreast of all new documents needed to ship, like STCW endorsements and TRBs. Secretary thanked crew members for helping keep ship clean. He also discussed importance of supporting SPAD in order to do groundwork for presidential election in year 2000. Educational director noted that best way to ensure job security is through upgrading at Lundeberg School. Some disputed OT reported in deck department. No beefs or disputed OT noted in engine or steward departments. Clarification requested on rest period for day workers. Crew reminded of no smoking policy in lounge and messhall. Vote of thanks given to steward department for delicious meals and sincere efforts expended to ensure good trip. Next ports: Elizabeth, N.J.; San Juan, P.R.; Rio Haina, Dominican Republic; and Houston, Texas.

SEA-LAND INNOVATOR (Sea-Land Service), September 6—Chairman **J. R. Wilson**, Secretary **Jose M. Bayani**, Educational Director **Chris Earhart**, Deck

tional director reminded all hands that in order to register, they need to obtain TRB. No beefs or disputed OT reported in any of three departments. Communications from headquarters read regarding no payoff without presence of union official. Next port: Long Beach, Calif.

SEA-LAND TACOMA (Sea-Land Service), September 17—Chairman **Joseph Artis**, Secretary **Lanette Lopez**, Educational Director **Kevin M. Bertel**. Chairman discussed prospects of additional jobs, especially on Ready Reserve Fleet vessels due to bombings overseas. He advised crew members, friends and families to write congressional representatives in favor of keeping Jones Act. Educational director discussed Family Medical Leave Act and noted that everyone is entitled to benefit from it. No beefs or disputed OT reported. All letters and other communications received from headquarters read and posted in lounge. New mattresses requested by chief cook and electrician, and repair of drinking fountain requested.

STONEWALL JACKSON (Waterman Steamship), September 20—Chairman **Carl T. Lineberry**, Secretary **M. D. Hoefler**, Deck Delegate **Glenn Thompson**, Engine Delegate **Warren H. Wright**, Steward Delegate **Lawrence E. Winfield**. Chairman reported good trip, with most of crew returning after vessel was in shipyard. Secretary stated 11 new mattresses and 52 pillows ordered for crew. Treasurer announced \$755 in ship's fund. No beefs or disputed OT reported. Letter from headquarters received and read to crew regarding payoff policy: no payoff without union representative present. Captain notified of need for new TV and radio. Steward and deck departments given vote of thanks from crew for great job. Next port: New Orleans, La.

Toll-Free Number In Place For TRB, STCW Questions

SIU members may call a toll-free telephone number that has been set up to help answer Seafarers' questions about the STCW convention and the training record book (TRB).

The number—877-789-STCW (7829)—connects members to representatives of the Paul Hall Center for Maritime Training and Education, Monday through Friday, 8 a.m. to 4 p.m. EST. Seafarers also may leave a message after 4 p.m. Messages will be returned as promptly as possible.

This number is valid only for STCW and TRB questions. It cannot be used for shipping, claims or any other situations.

As of August 1, 1998, Seafarers may not register to ship unless they either possess a TRB or have applied for one. This is

the case for all SIU members, regardless if they sail deep sea, inland or Great Lakes.

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

'Relaxed Assessment' Ending

The deadline for relaxed assessment of the requirements of STCW Chapter VI: Basic Safety Training arrives on January 1. Therefore, SIU members have until the end of this month to take advantage of the relaxed assessment period. Specifically, they may demonstrate certain proficiencies listed in Chapter VI and then have an officer or other qual-

ified assessor verify their performance. Such verification is valid for five years.

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

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

School Requests Feedback

The Paul Hall Center asks that SIU members who fulfill the Chapter VI requirements please contact the school and convey this information. The center is attempting to help determine the extent to which the relaxed assessment method has been utilized.

Seafarers may use the new toll-free number to report their compliance under the relaxed assessment period.

Live Healthy . . . Live Longer



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 has been documented that Americans are the fattest people on the planet. We spend only 10 percent of our income on food while people in other countries allocate up to 80 percent of their income to providing food for their families. The abundance of foods in this country and the relatively low cost of eating have caused us to become a nation of overweight people.

People are living longer due to advances in medicine, but we are not exercising as much as our ancestors and, consequently, are gaining weight.

Technology has made our jobs less physically stressful, and computers, televisions and convenience foods have made us more sedentary. The result is that more people are having health problems due to a lack of exercise and an increased consumption of fat-producing foods.

There are several guidelines one can follow to effectively lose weight in a safe way. Fad diets do not work. Short-term losses are usually followed by a gain of weight in excess of what one weighed at the start of the diet.

The most important component of losing weight is to cut down on the fat. Reduce the amount of fat calories consumed to under 20 percent of your daily intake. That means cutting down on bacon, dairy (such as cheese and butter), meats with high fat content and any foods that are fried. You can consume all fruits and vegetables in large amounts since they are almost totally fat free.

Also reduce the amount of foods that are made from white flour. Breads, pastas, rice and potatoes should be eaten in moderation. Consume only 15-20 percent of calories from protein. Use lean cuts of beef, chicken that is skinless, and fish as sources of protein.

Eat in moderation and drink plenty of water. It sounds easy, but old habits die hard. When the urge to eat potato chips and snack foods comes on, eat some fruit and raw vegetables with a fat-free dip.

Try not to eat late in the evening when the body is slowing down and calories are burned slower.

The key to losing weight is to combine a sensible eating program with exercise. Start by walking 20 minutes per day and increase gradually. Riding a bike, swimming, jogging, using a treadmill or aerobics will increase the use of calories and assist any weight loss program.

Taking ESL for STCW

A number of SIU members are taking advantage of the English as a Second Language (ESL) course at the Paul Hall Center for Maritime Training and Education as a means of complying with new regulations stemming from the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping (STCW) for mariners. Completing the course in October were (seated, from left) Abdul Mosa, Ali Ali, Taher Saeed, Shaibi Riyadh, (standing) Peggy Densford (instructor), Dionisio Moreira, Younis Saleh and Mauricio Castro. For more information on the ESL class and all of the other courses available at the Paul Hall Center, see pages 11-14.



Final Departures

Continued from page 18

CO, as a member of the steward department. Brother Edwards was a resident of Marrero, La.

JOHN G. EVANS



Pensioner John G. Evans, 56, passed away September 22. He began his career with the Seafarers in 1961 from the port of Norfolk, Va. Born in

Virginia, he sailed in the deck department. A resident of Susan, Va., Boatman Evans started receiving his pension in May 1980.

CLIFFORD L. HANNAH

Pensioner Clifford L. Hannah, 84, died October 10. A native of Florida, he joined the SIU in 1965 in the port of New Orleans. Boatman Hannah sailed as a tugboat captain, primarily aboard vessels operated by Dixie Carriers. He was a resident of Oveet, Miss. and retired in June 1982.

GENE C. PARKER



Pensioner Gene C. Parker, 59, died August 17. Born in North Carolina, he began sailing with the SIU in 1959. Boatman Parker started out in the

engine department and later transferred to the deck department. During his career, he earned his operators license and masters license. Prior to his retirement in

April 1997, he signed off the *T.J. Sheridan*. Boatman Parker was a resident of Leland, N.C.

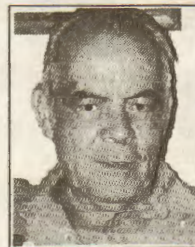
LOUIS W. RAPISARDA



Louis W. Rapisarda, 27, passed away September 14. Boatman Rapisarda graduated from the Lundeberg School's entry level training

program in 1995 and joined the Seafarers in the port of Piney Point, Md. The New York native sailed in the steward department. He was a resident of New Port Richey, Fla.

JIMMIE TATUM



Pensioner Jimmie Tatum, 74, died August 25. He joined the SIU in 1960 in the port of Houston. A native of Texas, he sailed in the engine department

and began receiving his pension in May 1986. He was a veteran of World War II, having served in the U.S. Marine Corps from 1942 to 1946. Boatman Tatum lived in Ingleside, Texas.

GREAT LAKES

ROBERT G. ECKLEY



Pensioner Robert G. Eckley, 68, passed away October 3. A native of Pennsylvania, he started his career with the

Seafarers in 1957. He worked in the deck department, last sailing aboard the *American Mariner*, operated by the American Steamship Co. A resident of Philipsburg, Pa, he began receiving his pension in September 1994.

GEORGE L. PIERCE



Pensioner George L. Pierce, 69, died October 14. Born in New York, he began sailing with the SIU in 1952. Brother Pierce worked in the

engine department, last sailing aboard the *Sam Laud*, an American Steamship Co. vessel. A resident of Manitowoc, Wis., he started receiving his pension in January 1991.

RAILROAD MARINE

HENRY L. LEE



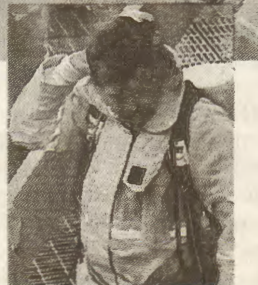
Pensioner Henry L. Lee, 83, passed away August 14. A native of New Jersey, he joined the Seafarers in 1960 in the port of New York.

Brother Lee worked primarily for the marine division of Penn Central Railroad Co., sailing in the deck department. A resident of West Hempstead, N.Y., he began receiving his pension in January 1974. Brother Lee was a veteran of World War II, having served in the U.S. Army from 1942 to 1945.

Practice Makes Perfect



Repetition is part of what makes a safe ship. That is why firefighting drills regularly take place on the SIU-crewed *USNS Assertive*, an oceanographic surveillance vessel. Here, AB Gary Carraway (right photo) and fellow crew members aboard the *Assertive* don safety gear and simulate extinguishing a shipboard fire.



CORRECTION

The biographical sketch of Robert J. "Bobby" Clinton that appeared in last month's Final Departures was incomplete. It should have read: Robert J. "Bobby" Clinton, 65, passed away August 24. A native of New York, he began his sailing career with the SIU as a member of the deck department. He worked aboard both deep sea vessels and dredges. Brother Clinton came ashore in the mid-1960s and worked at the Lundeberg School in its early days. He left to pursue other opportunities before returning to the school in 1988. He served as an assistant to the vice president of the school. Later, he moved to the West Coast and worked aboard Sea-Land vessels. A U.S. Army veteran, he served during the Korean War. He was a resident of Federal Way, Wash.

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.)

Keeping the Money At Home Would Help

Regarding the article in your October issue of the *Seafarers LOG* (page 5), I agree with U.S. Representative David Bonior. I, too, am against privatizing the Social Security system.

In my opinion, if you put that system into the stock market, you will be making a big mistake. I heard about the stock market crash of 1929. It's the youngsters who want the Social Security system changed. If we keep it like it is, it will not run out of money in 2032.

Also, if the U.S. quit sending aid to foreign countries that don't like us at all, we would have some extra money. Where does it say in Washington, D.C. that we have to help all these foreign countries? And where does it say, too, that it's OK to borrow from Social Security to pay for past wars. There are still many countries that owe us a war

debt from World War II, the Korean and Vietnamese wars and Desert Storm. When are these countries going to pay us back?

L.D. Rust
Wilmington, Calif.

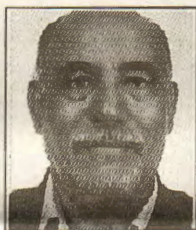
Giving Bill Doak A Better Send-off

I am writing to you regarding the death notice that appeared in the October 1998 issue of the *Seafarers LOG* in reference to William "Bill" Doak. I realize you and the current staff of the *LOG* were not around in the '40s, '50s and '60; however, you do have access to the *LOG* archives and membership files. Someone on your staff should have done a little research.

Bill Doak had quite a history with the SIU. First of all, Bill was not a native New Yorker. He was born and raised in Cleveland, Ohio. I first met Bill during World War II. He was sailing as an AB aboard a Waterman ship that was torpedoed in the English Channel in late summer 1944. I was working on an SIU deep sea tug, the *Sankaty Head*. We got orders from the British Admiralty to assist the torpedoed vessel. We set out from the port of Southampton and found Bill's ship in the English Channel, listing dan-

Dearborn, Mich.

ALI SALEH MAWARI, 59, started his career with the SIU in 1966. Born in Yemen, he worked in the engine department, last sailing aboard the *Buffalo*, operated by American Steamship Co. Brother Mawari makes his home in Dearborn, Mich.



Pensioners

Continued from page 17



department and upgraded his skills at the Lundberg School. He last sailed aboard the *American Mariner*, an American Steamship Co. vessel. Brother Elmohji has retired to

Labor CALENDAR

December

1 Rosa Parks Day. In 1955, 43-year-old African-American seamstress Rosa Parks boarded a crowded bus in downtown Montgomery, Ala. for the ride home from her job in a department store. There was standing room only in the "Negro" section in the rear, but the weary Parks sat down in front and refused to give up her seat to a white man. The action caused her arrest, triggered a year-long boycott of the city bus system, and led to legal actions which ended racial segregation on municipal buses throughout the southern U.S.

5 The "union of unions" was established on this date in 1955 when the American Federation of Labor (AFL) and the Congress of Industrial Organizations (CIO) merged into a single trade union center—the AFL-CIO. The merger ended a 20-year split in the American labor movement growing out of differences over the form trade union organization should take. The merger recognizes that both craft and industrial unions are appropriate, equal, and necessary as methods of union organization.

6 The Colored National Labor Convention met for the first time in Washington, D.C. in 1869.

8 The American Federation of Labor (AFL) was organized in Columbus, Ohio in 1886 by 25 craft unions.

13 AFL President Samuel Gompers died in 1924 at age 74. One of the labor leader's most

famous remarks, in response to the question, "What does labor want?" was: "We want more schoolhouses and less jails, more books and less arsenals, more learning and less vice, more constant work and less crime, more leisure and less greed, more justice and less revenge."

24 The Retail Clerks National Protective Association (RCNPA) was chartered by the AFL in 1888. The RCNPA became the Retail Clerks International Union, which merged with the Amalgamated Meat Cutters and Butcher Workmen of North America to form the UFCW in 1979.

28 The Knights of Labor was founded in 1869. The Knights broadened the labor movement beyond a few skilled trades and reached out to all working men and women. Its goals of equal pay for equal work, abolishing child labor, and the eight-hour day provided a rallying cry for all workers.

gerously. We proceeded to rig our towing cable to the stricken ship and towed her to the Swansea Shipyard, arriving a couple of days later. Both crews got together and went ashore that night in Swansea. We drank and partied to the wee hours of the morning.

When I look back now, I realize there were several future SIU union officials aboard these two vessels. On the *Sankaty Head*, there was Bob "Sailor" Hall, bosun and brother of Paul Hall; Johnny Arabaze, who later worked as an SIU organizer, patrolman and port agent; and myself. In addition to Bill Doak, the bosun aboard his ship was Gene Dakin, who years later worked as a patrolman in the port of New York. This was the first time I met Bill. Subsequently, I sailed with him aboard Robin Lincs ships before he became a Bull Line stiff.

Speaking of Bull Line, Bill made the front page of the *New*

York Daily News when we fought the Teamsters on the Bull Line docks in Brooklyn, just down the street from the union hall. Bill was clubbed over the head by a horseback cop and the *New York Daily News* ran a picture of him with a bloody white cap and blood running down his face. Bill's bloody cap was later put on display under glass in the Brooklyn hall for all to see. One issue of the *Seafarers LOG* featured a photo of the blood-soaked cap with a story about Bill and the Bull Line beef. A full account of this story should be in the *LOG* archives.

Bill worked for the SIU in Brooklyn in the late '50s as a lifeboat instructor for three or four years. There are many Seafarers still active that Bill helped obtain their lifeboat endorsement. Bill also worked as patrolman in New York and organized on the Great Lakes.

Bill was a very impressive guy. One day in the early '60s in Detroit,

Mich., we were all sitting around in Al Tanner's office following a big organizing drive. Al Tanner was president of the Great Lakes District of the SIU and a vice president of the SIUNA executive board. Al asked Bill if he would like to work on the Great Lakes permanently. Bill sat there for a moment thinking about Al's offer and reached into his pocket and pulled out his seaman's card. Bill showed his card to Al and said, "my papers read Puerto Rican Waters only." Bill loved Puerto Rico and the Puerto Rican people. He worked for many years on the island as a part time patrolman and as a one-man shoregang for Sea-Land.

I am sending this letter to you because I think it is a little sad that a great and popular Seafarer like Bill didn't get a better send-off.

Jack Bluit
New Port Richey, Fla.

Know Your Rights

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

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

SHIPPING RIGHTS. A member's shipping rights and seniority are protected exclusively by contracts between the union and the

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

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

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

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

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

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

CONSTITUTIONAL RIGHTS AND OBLIGATIONS. Copies of

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

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

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

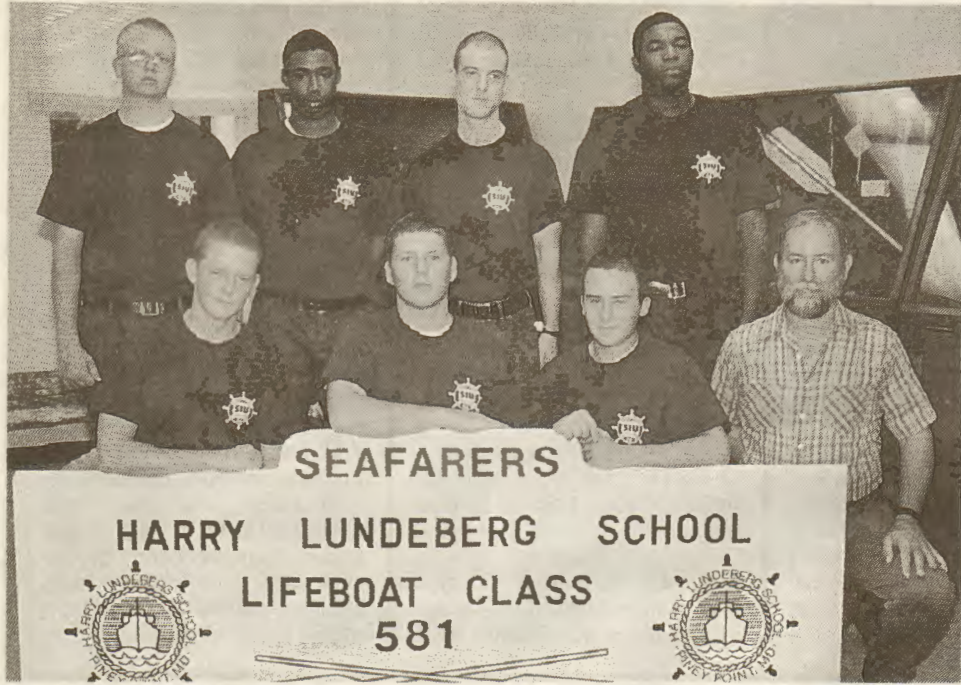
SEAFARERS POLITICAL ACTIVITY DONATION — SPAD. SPAD is a separate segregated fund. Its proceeds are used to further its objects and purposes including, but not limited to, furthering the political, social and economic interests of maritime workers, the preservation and furthering of the American merchant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

tunities for seamen and boatmen and the advancement of trade union concepts. In connection with such objects, SPAD supports and contributes to political candidates for elective office. All contributions are voluntary. No contribution may be solicited or received because of force, job discrimination, financial reprisal, or threat of such conduct, or as a condition of membership in the union or of employment. If a contribution is made by reason of the above improper conduct, the member should notify the Seafarers International Union or SPAD by certified mail within 30 days of the contribution for investigation and appropriate action and refund, if involuntary. A member should support SPAD to protect and further his or her economic, political and social interests, and American trade union concepts.

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

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

Lundeberg School Graduating Classes



Trainee Lifeboat Class 581—Graduating from trainee lifeboat class 581 are (from left, kneeling) Joshua Davenport, Justin Von Sprecken, Philip Noto II, Ben Cusic (instructor), (second row) Nicholas Craddock, Carey Foster Jr., Vilas Keith and Melvin Jackson Jr.



Basic Firefighting—Earning their basic firefighting endorsements on September 11 are (from left, kneeling) Wilfredo Gatmen, Hussein Mohamed, Clemente Rocha, (second row) Mohamed Ahmed, Cecil Edwards, Muckbil Shaibi, James Fennessy, Leopoldo Viernes, (third row) Anthony Hammett (instructor), Robert Schindler, Ronald Hutchison, Albert W. Austin Jr., Lauro Mangahas and C. Jefferson.



Advanced Firefighting—Marking completion of the advanced firefighting course on September 12 are (from left, first row) Daniel Crawford, Yahya Al-Saqaf, David Mill-Graves Sr., Chris Stringer, James Rader, Bonifacio Lozado, Thomas Minton, (second row) John Smith (instructor), Brian Sailer, Glen James Sr., Kendra Savage, William Bruce, Eric Hyson and Ronald Dewitt.



Basic Firefighting - Maritrans—Graduating from the basic firefighting class on October 16 are (from left, front row) Randy Brinca, Eric Takakjian, (second row) James Haughey, Billy Sawyer Sr., William Howell, Richard Forrest, (third row) Anthony Hammett (instructor), Ronnie Fulcher and Sheldon Slusser.



Upgraders Lifeboat—Upgrading graduates of the October 17 lifeboat class are (from left, kneeling) Erasno P. Guevara, Natividad Martinez, Ali H. Ali, Majed Alsunbahi, Gayl Payton, Ben Cusic (instructor), (second row) Taher Saeed, Mohamed Mohamed, Richard Lord, Dionisio Moreira, Abdulhoma Mosa, Riyadh Shaibi, Walter Rocha, Ahmed M. Saleh, Jonas Bocaya, (third row) Talama Moega, Jose Garcia, Edward Adams, Rodolfo Moreira, Younis Saleh, Waseem Dhalal and Sean Walsh.



Basic Firefighting - Maritrans—Boatmen who sail aboard Maritrans vessels completed the basic firefighting course on September 18. They are (from left, first row) Ernie Hudgins, Rick Redmond (instructor), Randy Watson, Michael A. Downey, Richard Wylie, Vernon Elburn, (second row) Harry Keeler, Vic Daniels, Jimmy White, Kenny Kitchen, John Coyne, John Dean and Kenny Buttry.



Oil Spill - Penn Maritime—Seafarers sailing aboard Penn Maritime vessels completed the oil spill class on September 23. They are (from left) Martin Malia, David Wade, John Harvard, Ben Graeff and David Lane.



Tanker Assistant DL—Earning their graduation certificates for completion of the tanker assistant DL course on October 30 are (from left, kneeling) Charles Valencia, Richard De La Cruz, Thomas MacGregor, Peter Sternberg, Ferdinand Gabuten, James Orlanda, (second row) Wayne Gonsalves, Phillip Troublefield, Richard Paturel, Jesse Sharp, Ameon Fuller, Nelson Martin, Teki Williams, Geronimo Gonzales, Reynaldo Telmo, (third row) Jim Shaffer (instructor), Vanessa Fickel, James Hagner, Walter Ratcliffe, Andre Terrell, Shane Landon, Rafael Cardenas and Peter Malone.

LUNDEBERG SCHOOL 1998-1999 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning in December and running into the first few months of 1999 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	January 11	February 19
Radar Observer/Unlimited	March 1	March 12
Radar Recertification (one day)	March 12	
Automatic Radar Plotting Aids (ARPA)	March 15	March 19
Bridge Management	March 22	April 2

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	January 11	February 19
Power Plant Maintenance	January 11	February 19
QMED	January 25	April 16
Marine Electrical Maintenance I	March 8	April 16

Steward Upgrading Courses

Course	*Classes commence on January 11, 1999
Galley Operations	Classes are open-ended
Certified Chief Cook	Classes start every two weeks
Advanced Galley Operations	Classes are open-ended
Certified Chief Steward	Classes start every two weeks

Recertification Programs

Course	Start Date	Date of Completion
Bosun Recertification	March 22	May 3
Steward Recertification	February 1	March 9

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/ Assistant Cargo (DL)	January 11	January 29
	February 15	March 5
Basic Firefighting	January 18	January 22
	January 25	January 29
	February 1	February 5
	March 8	March 12
Advanced Firefighting	January 12	January 22
	February 22	March 5
Government Vessels	February 1	February 19
	March 1	March 19
	March 22	April 9
Lifeboatman/Water Survival	December 28	January 8
	January 25	February 5
	February 22	March 5
	March 22	April 2
STCW Basic Safety	February 8	February 12
	February 22	February 26
	March 29	April 2
Tankerman (PIC) Barge	March 15	March 19

Academic Department Courses

Course	Start Date	Date of Completion
General Education Courses	January 25	March 5
English as a Second Language (ESL) or Adult Basic Education (ABE)	January 25	March 5
High School Equivalency Program (GED)	January 12	April 2
AB Prep	March 15	March 19
FOWT Prep	January 4	January 8
QMED Prep	January 4	January 8
College Classes	January 25	March 5

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

RETURN COMPLETED APPLICATION TO: Lundeberg School of Seamanship, Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075. 12/98

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



Attention Seafarers

The Lundeberg School Course Guide for 1999 is included in this issue of the Seafarers LOG. Check it out on pages 11 - 14 and start thinking now about your upgrading plans for the new year.

Gibson Reloads, Returns to Guam

Seafarers Prep Maersk Vessel After ROS Period

After a two-month period in reduced operating status (ROS), the SIU-crewed prepositioning ship *SP5 Eric G. Gibson* has returned to its overseas home in Guam.

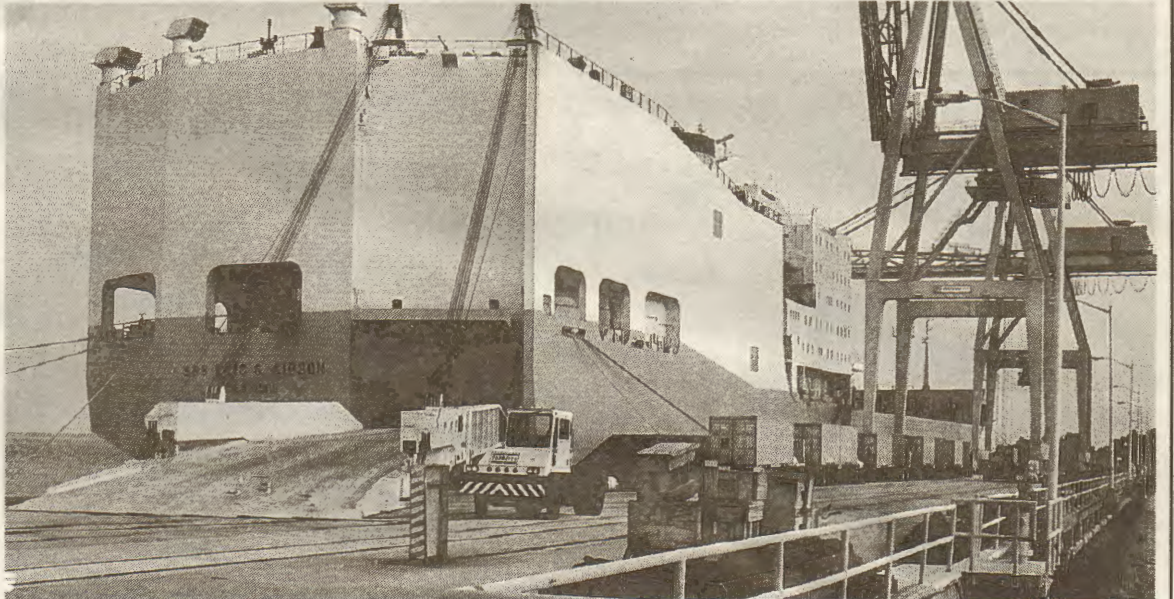
This summer, the U.S. Military Sealift Command (MSC) vessel spent two months in Norfolk, Va. while waiting for new cargo. It then sailed to Sunny Point, N.C. in August, loaded the materiel and resumed its prepositioning mission.

QMED AI (Skip) Herrmann, who sent the photos accompanying this story to the *Seafarers LOG*, reported smooth and routine operations aboard the *Gibson* both as Seafarers prepared it to leave Norfolk and during the loading in Sunny Point.

SIU members first crewed the *Gibson* in early 1995, shortly after Maersk Line purchased the 784-foot ship. Formerly a Danish-flag containership, the vessel reflagged under the Stars and Stripes, underwent refurbishment and joined MSC's afloat prepositioning force.

The modifications included crane installation and cargo-space air conditioning which makes the ship self-sustaining and suitable for the carriage of prepositioned cargoes such as trucks, tractors, ammunition, fuel, medical supplies and other materiel.

Named after a U.S. Army Medal of Honor recipient, the *Gibson* is more than 100 feet wide and can travel at up to 21 knots.



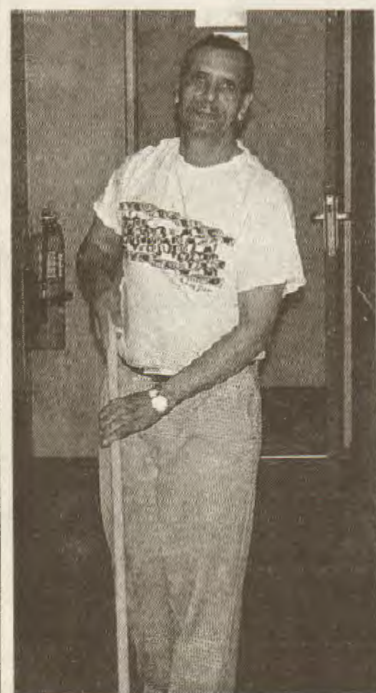
The SIU-crewed prepositioning ship *SP5 Eric G. Gibson* takes on cargo in Sunny Point, N.C.



Bosun Ron Paradise (handling line) shows the ropes to DEU Peet Carmus, who recently completed the unlicensed apprentice program at the Paul Hall Center for Maritime Training and Education.



Left: AB Steven Anthony operates the winches while tying up in Sunny Point, N.C.



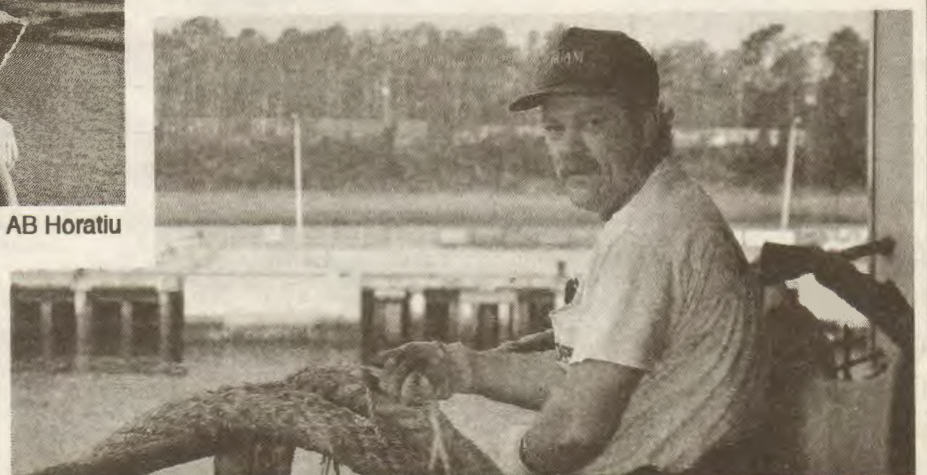
BR Saleh Soofi spruces up the *Gibson* following its two-month layup in Norfolk, Va.



Third Mate and SIU hawsepiper Shawn Orr (left) waits with AB Horatui Vintila to throw the first line over in Sunny Point.



Below: Chief Cook Walter Matt (right) and SA Don Benjamin prepare the first hot meal for the returning crew since the ship went into ROS.



Right: Readying the lines for the Sunny Point docks is AB Raymond Austin.