

New Company Boosts U.S.-Flag Tanker Fleet

Announcement Signals Job Security In Alaskan North Slope Oil Trade _____ Page 3



The

Seafarers Log

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Seafarers Sign On New Crowley Tug

Representing new employment opportunities as well as a chance for SIU boatmen to work with the latest marine technology, the 105-foot *Master* officially joined Crowley Maritime Services' fleet last month during a ceremony in Long Beach, Calif. It is the first of six new "Harbor-Class" tractor tugs Crowley is slated to operate. Page 3.

LNG TAURUS RUNS SAFETY RECORD TO



DAYS

Demonstrating that an SIU ship is a safe ship, the *LNG Taurus* recently reached 900 consecutive days without a lost-time injury—leaving ABs Ken Steiner (left photo) and Kimberly Clark as well as their shipmates with smiles. For details, look inside, on page 14.

Philly Action: From Tugs to Deep Sea



Business is on the upswing in the port of Philadelphia, and SIU crews are doing their parts to ensure efficient operations there, including (below) Chief Cook Michael Harris, pictured aboard the deep-sea vessel *Carolina*; and (photo at left, from left) inland boatmen Deckhand Ed Devine, Deckhand Ted Rozier and Captain Jeff Parkin, shown at the McAllister pier. Pages 12-13.



New Prescription Program For Pensioners Kicks Off

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President's Report

A Tremendous Win for Workers

Last month, our brothers and sisters in California proved once again that there is strength in unity.



Michael Sacco

When the defeat of the anti-worker initiative known as Proposition 226 was announced, all working people scored a tremendous victory because union men and women stood side-by-side to deliver one of the biggest campaign reversals in recent times.

At the beginning of this year, polls showed Proposition 226 was headed for a landslide victory. Anti-worker forces had done their homework and prepared Californians for a ballot measure they called "campaign finance reform."

Who wouldn't be for that? Whenever you turn on the news or read a paper, there are stories about the constantly climbing costs of running for political office. In fact, three out of every four voters initially said they favored what they had been told about the initiative to reign in campaign spending. Union families even supported what they had heard about the measure by the same margin.

Then, the actual language of Proposition 226 was released. The fancy talk of "campaign finance reform" was a flat-out lie.

Union members discovered Proposition 226 was a slick attempt to keep them out of the political process—from campaigning for pro-worker candidates to lobbying elected officials. So, the union men and women of California—including Seafarers—knew what they had to do.

Working men and women banded together to launch a major statewide grassroots effort. They made phone calls. They wrote letters. They posted yard signs. They passed out leaflets. They talked with family, friends and neighbors.

They reached people with the facts.

Without the voice of working people in the political process, such issues as environmental protection, public school funding and safe work sites that are taken for granted may be endangered. Union members got this message through to the voters loud and clear.

Meanwhile, the anti-worker forces thought their lead was solid. They had written off labor and didn't think anybody could mount a successful campaign in just four months.

But working families—the same folks who, against tough odds, have won organizing campaigns and beaten back attempts by union-busters—knew better.

Gradually, the polls showed the number of people supporting Proposition 226 was shrinking. Less than two weeks before the election, the first independent polls showed more people opposed the initiative than supported it.

During the early morning hours of June 3, the results came in. Those opposed to Proposition 226 got 53.5 percent of the vote—a clear, solid come-from-behind victory for working people. Exit polling revealed seven out of every 10 union households voted against the proposition.

Everyone who worked and voted against Proposition 226 is to be congratulated. No one gave working people a chance to even make this race close. But once again, union members have shown they don't understand the word "impossible." If there is any glimmer of hope, they will find it and make it glow brightly.

That is why anti-worker forces have been defeated in 23 of the 31 other states where they have introduced legislation similar to Proposition 226.

But the battle continues. The anti-worker faction has vowed to push forward their effort to silence the voice of working people in the political process. They don't care that independent agencies who monitor campaign spending have shown big business out-spent labor 11 to 1 during the 1996 election cycle. They simply want it all for themselves and have said as much.

That is why working people must remain united and vigilant to future attacks on their rights. It is a fight that must be and will be won.

Clinton Announces New Program To Fund Dredging in Nation's Ports

President Clinton has proposed a new funding program to pay for the maintenance and upkeep of America's ports into the next century.

Called the "Harbor Services Fund," the program would replace the Harbor Maintenance Tax which was ruled unconstitutional by the Supreme Court in March.

The president first mentioned the creation of the Harbor Services Fund in a speech before the National Oceans Conference, delivered June 12 in Monterey, Calif. In his remarks, Clinton said the nation "must create sustainable ports for the 21st century."

He noted international trade will double within the next 20 years, "and more than 90 percent of this trade will move by ocean. I propose a new Harbor Services Fund to help our ports and harbors remain competitive in the new century, by deepening them for the newest and largest ships, and by providing state-of-the-art navigation tools for preventing marine accidents."

During the same address, Clinton announced he had pledged extra dollars to help in the maintenance dredging project for the port of New York/New Jersey.

Immediately after his speech, the White House released some more details concerning the new fund, which would raise \$800 million over the next five years. The money would be collected from a new user fee and be used to finance harbor dredging, port construction activities and navigation safety improvements. However, as the *Seafarers LOG* went to press, specifics on the new user fee had not been released.

The SIU is studying all information available on the proposed program. Others in the maritime industry already have expressed concern and are urging port work be funded through the U.S. gener-



AP Photo/Reed Saxon

As Sen. Barbara Boxer (D-Calif.) and Vice President Al Gore applaud, President Bill Clinton announces the administration's call to maintain and improve America's harbors and ports so they will be able to compete in the 21st century's global market.

al treasury as was done prior to 1986.

"Unless our ports are prepared by deepening channels to accommodate larger cargo ships, American consumers will pay more for imported goods, and American businesses will pay higher export costs," according to the statement from the White House.

As noted earlier, the Clinton administration has been working for several months to replace the Harbor Maintenance Tax because of the unanimous decision of the Supreme Court in killing the measure. The nation's highest court ruled the tax is not a true user fee and was applied unconstitutionally against exports. It had been created in 1986 to fund the Harbor Maintenance Trust Fund, which paid for the operation and maintenance of harbors and channels.

When it was first implemented, the tax was set at a level that collected 40 percent of the cost thought to be required to cover maintenance dredging. However, the tax was tripled in the 1990 budget agreement and has produced a surplus.

Prior to 1986, funding for harbor and channel maintenance came from the nation's general treasury. In fact, among the initial measures considered and passed by the first Congress was authorization in 1789 of navigation channel improvement projects.

This is not the first time the Clinton administration has been involved in finding a solution to the dredging problems facing the nation's ports.

Vice President Al Gore last year worked with representatives from maritime labor, the shipping industry, the port of New York/New Jersey, and government officials from that area to come up with a program to dredge that harbor and its channels. Work is expected to start later this year to deepen the channels to 45 feet, thus permitting the larger ships to sail into the harbor without lightering.

Maintenance dredging has taken place recently in the port of Oakland, Calif. keeping its channels open for containerships and other vessels. Last month, the port of Boston awarded a contract to begin maintenance dredging later this year.

Academy Honors SIU President



The U.S. Merchant Marine Academy presented SIU President Michael Sacco with an honorary degree, the first in the school's history, June 15 during graduation ceremonies at the Kings Point, N.Y. facility. After accepting the marine science diploma, Sacco told the academy graduates, "You picked the right time to enter the U.S. merchant marine, and I know you will help us continue the resurgence of our industry." Pictured with the SIU president are Rear Admiral Thomas Matteson (in uniform), superintendent of the academy, and Dr. Warren Mazek.

Photos: Brian Ballweg

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New Company Formed To Move Alaskan Oil

BP, MOC, Keystone Jointly Operated Fleet Will Provide Job Security for Seafarers

BP Shipping, Maritime Overseas and Keystone Shipping announced in a statement last month they have reached an agreement in principle to form a joint operating company to manage the fleet that moves BP's Alaska North Slope crude oil from Valdez, Alaska. This will provide job security for SIU members who sail aboard tankers.

"We welcome this announcement because it ensures the U.S.-flag tanker fleet will have a strong presence well into the next century," stated SIU President Michael Sacco. "This means a continuation of good jobs aboard modern tankers."

The present fleet of tankers will continue to operate as is until the

new, unnamed company is formed, according to SIU Vice President Contracts Augie Tellez. Vessels not sailing in the Alaska trade will not be affected, he added.

The primary focus for the new company—to be located in the Pacific Northwest—will be to further enhance the quality of operations, safety and environmental performance as well as adoption of the highest standards from each of the participating companies, noted the release issued jointly by all three companies.

"During the past several months, we have worked closely with the leadership of our existing unions to assure that our existing crews will be employed into the next century and that the new

company, with the full support of its unions, will provide a stable source and supply of the highest quality shipboard personnel to meet the crewing demands generated by the advanced design of the new vessels as they are brought on line," stated the release.

BP has new tankers scheduled for delivery beginning in 2001. BP also announced it would increase production in Alaska by 100,000 barrels a day over the next three years which will ensure employment for Seafarers for many years to come.

The *Seafarers LOG* will provide more information on the new company as details become available.

SIU-Contracted Companies To Manage 55 RRF Ships

In a statement released by the Department of Transportation, seven SIU-contracted companies were awarded a total of 55 ships from the Maritime Administration's Ready Reserve Force (RRF) fleet to manage over the next five years.

The companies which were awarded contracts are Apex Marine Ship Management of Lake Success, N.Y.; Interocean Ugland Management Corp. of Voorhees, N.J.; Ocean Duchess, Inc. of Houston; Patriot Contract Services of Walnut Creek, Calif.; Pacific-Gulf Marine of Gretna, La.; Sea-Land Service of Charlotte, N.C. and V Ships Marine of Mineola, N.Y.

The vessels in the RRF fleet are used when the nation's armed forces require surge shipping, such as during the Persian Gulf War. The ships are owned by the government and operated by private shipping companies using American merchant mariners.

The fleet is maintained in various states of readiness. Some vessels are ready to sail at a moment's notice as prepositioning ships. Others stand in reserve operating status (ROS), ready to be crewed and deployed in five days or less.

RRF Ships to Be Managed by SIU Companies

Last month, the Maritime Administration announced seven SIU-contracted companies will manage 55 Ready Reserve Force vessels during the next five years. Listed below are the companies awarded contracts and the ships they will oversee.

Apex Marine (11)	Gopher State	Sea-Land (9)
Cape Jacob	Meteor	Cape Inscription
Cape John	Wright	Cape Intrepid
Cape Johnson		Cape Isabel
Cape Juby	Ocean Duchess (3)	Cape Island
Cape Taylor	Alatna	Cape Race
Cape Texas	Chattahoochee	Cape Ray
Cape Trinity	Nodaway	Cape Rise
Diamond State		Cape Washington
Equality State	Patriot (6)	Cape Wrath
Gulf Banker	Cape Blanco	V Ships (10)
Gulf Trader	Cape Borda	American Osprey
IUM Corp. (12)	Cape Bover	Cape Farwell
Cape Fear	Cape Breton	Cape Flattery
Cape May	Cape Gibson	Cape Florida
Cape Mendocino	Cape Girardeau	Chesapeake
Cape Mohican		Gem State
Cape Nome	Pacific-Gulf (4)	Grand Canyon State
Comet	Banner	Keystone State
Cornhusker State	Courier	Mount Washington
Curtiss	Pioneer Commander	Potomac
Flickertail State	Pioneer Contractor	

The rest of the fleet operates under 10-to-20-day activation status.

Among the types of bottoms in the RRF fleet are tankers, roll-on/roll-offs, breakbulk, auxiliary crane ships and barge-carrying vessels.

In releasing the list of con-

tracts for the 89-ship fleet, Secretary of Transportation Rodney Slater said, "The contracts will advance the nation's security interest by ensuring that maritime transportation resources are secure and available when needed."

Acting Maritime Administrator John Graykowski added the partnership between the private U.S. shipping companies and MarAd has been successful because reserve ships have been ready when needed and have achieved outstanding operational records.

The announcement revealed the fleet was remaining at the same number of vessels despite a Department of Defense study on U.S. sealift needs, conducted immediately after the 1991 conflict in the Middle East, which called for expansion of the RRF.



Crowley Christens High-Tech Tugboat

Crowley Marine Services last month christened the first of six new "Harbor-Class" tractor tugs in a Long Beach, Calif. ceremony which signified new job opportunities for SIU boatmen.

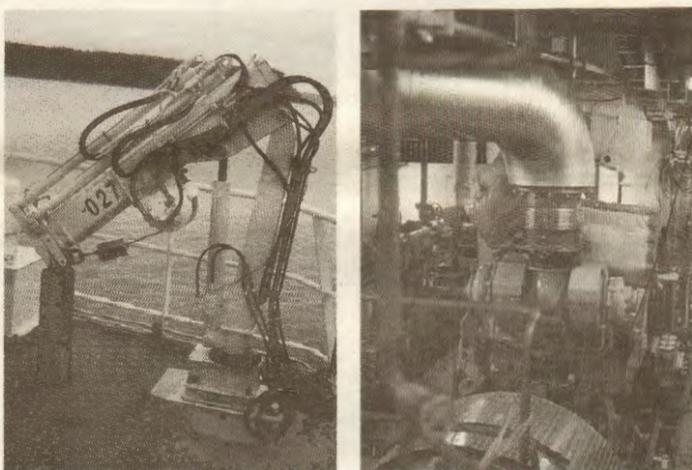
The 105-foot *Master*, featuring state-of-the-art equipment throughout, joins Crowley's West Coast ship docking operations.

"These are very high-tech boats, so proper training is vital," observed the SIU's Wilmington, Calif. port agent, John Cox. "They're very different from other tugboats. It's a great opportunity for SIU members to work with the absolute latest technology."

As will be the case with its sister ships, the *Master* is equipped with a computer that allows frequent communication with Crowley's port offices. It is outfitted with Voith Schneider propulsion units, powered by two Caterpillar 3516-B engines and possesses 4,800 horsepower. With that equipment plus cycloid propellers, the 360-degree thrust "enables these tugs to perform a variety of maneuvers without changing position," the company pointed out.

In announcing the christening, Crowley also noted that the *Master* "has an indirect bollard pull in excess of 120 tons at 10 knots.... In addition, the unique hydrodynamics of the hull result in increased tons of steering and braking force."

Crowley added two other tractor tugs to its fleet last year, and those also are crewed by Seafarers.



The new Crowley tug *Master* (photo at top of page) features all the latest equipment, including an extending hydraulic loading arm, state-of-the-art engines and more.



SIU members in Southern California welcome the addition of the *Master* and other new Crowley boats. Above (from left), Engine Utility Jim Martin, SIU Port Agent John Cox and Captain Kerry DeMatos prepare to inspect the *Master* prior to its christening.

Slater Backs Reform Bill

Transportation Secretary Rodney Slater announced the Clinton administration's support for the Ocean Shipping Reform Act, as the *Seafarers LOG* went to press.

The House of Representatives is expected to act soon on legislation which would amend the Shipping Act of 1984 as well as extend the cutoff date for veterans' status for World War II merchant mariners.

The Ocean Shipping Reform Act cleared the Senate on April 21 and was sent to the House. Early last month, House Coast Guard and Maritime Transportation Subcommittee Chairman Wayne Gilchrest (R-Md.) said he would not hold hearings on the measure, thus clearing it for full House consideration.

The bill would eliminate tariff-filing with the government which would allow importers and exporters to keep their contracts with ship operators confidential. It also preserves the Federal Maritime Commission as an independent agency.

Herb Brand Passes Away

Herbert Brand, longtime associate of the SIU and a tireless advocate of the U.S. merchant marine, passed away on June 26, as this issue of the *Seafarers LOG* went to press. He was 84.

Mr. Brand was widely recognized for his many and varied contributions to the U.S. maritime industry.

He worked closely with the late SIU President Paul Hall for many years. Among numerous other activities, he served as chairman of the Transportation Institute, a Washington-based organization engaged in maritime industry research and promotion.

Mr. Brand was a native of New York and a U.S. Navy veteran who served during World War II.

A more detailed remembrance will appear in next month's *LOG*.

New Alaskan Riding Gangs Draw Praise for Work Aboard Tankers

In just their first weeks of working aboard tankers sailing from Alaska, the SIU riding gangs from Anchorage already are drawing praise.

"Their work is above and beyond," stated Bosun **Jeff Kass** of the crew aboard the *Overseas Boston*. "They are a cracker-jack crew with a smile on their faces even under the worst conditions."

Ten Alaskan residents have formed three teams to work as riding gangs on tankers sailing from Valdez, Alaska. The availability of the gangs was negotiated by the union in the 1996 general tanker agreement.

The program has created new jobs for residents of the Last Frontier state, a prospect which gained the attention of Alaska's lone congressman, Don Young (R-Alaska). Young met with the members of the riding gangs on

their last day of training prior to boarding their first vessels.

"When Representative Young heard about our program, he asked if he could talk with them," recalled SIU Anchorage Representative Harold Holten. "When he walked into the room, I don't know who was happier, the congressman or the class."

Young congratulated the members and urged them to do a good job in the hopes the program could be expanded. The congressman is a strong supporter of the U.S.-flag merchant fleet. He is the only member of Congress to hold a merchant mariner's license.

Prior to boarding the tankers, the new riding gang members went through strenuous training to learn about the vessels and the jobs they were going to perform. The group includes **Fabio Concepcion, Rafael Concepcion, Romeo**

Fronteras, Wellington Furment, Ernesto Maya, Alan Oyao, Fernando Oyao, Cecadio



U.S. Rep. Don Young (second from left) poses with members of the new Alaska riding gang after meeting with them in Anchorage. The SIU members are working aboard tankers sailing out of Valdez, Alaska.

Romneyt, Julio Soriano and Segundo Soriano. Half of the gang had been members of the SIU-affiliated Alaskan Fishermen's Union.

Sessions included respiratory protection, confined space awareness, personal protective equipment, energy isolation, emer-

gency communications and fall protection/rigging.

So far, riding gang members have been assigned to the *Overseas Boston*, *Overseas Juneau* and *Overseas Chicago*. Holten accompanied each team to its new vessel and reported they were well received by the Seafarers aboard the tankers.

Boatmen at Bisso, Hvide, Moran Ratify Contracts

Boatmen at three SIU-contracted inland companies recently ratified three-year contracts at each site that boost wages and call for various other improvements.

Seafarers employed by E.N. Bisso Co., Hvide Marine Towing Services, and Moran Towing of Texas, respectively, approved pacts that went into effect last month.

Bisso

The Bisso contract marked just the second such agreement in the company's 118-year history.

It includes wage increases, establishes a seniority system, and provides for no increase in

health insurance costs for Seafarers for the life of the contract.

Members of the SIU negotiating committee expressed satisfaction with the contract while also focusing on the overall progress the boatmen have made since voting to join the union in 1994.

"If you stick together, things will get better. We keep showing that," said Engineer **Chris Westbrook**. "It has been well worth everything we've gone through."

"From day one to now, we've gotten pay raises, (access to) a grievance and arbitration system,

a retirement plan—and a lot more respect."

OS **Derek Ponamsky** described the negotiations as difficult but fair. "There had to be some concessions made on both sides. Foolish demands from either side don't do any good, and we have to realize that this is a marathon, not a sprint," he observed.

"The two things that really stand out to me are the seniority and the medical rate freeze. You can see we're making progress."

Chief Engineer **Robert Jordan** (who sometimes sails in the deck department) also noted the widespread desire for the seniority system. "I think that's what most of the members wanted. It's also a good thing that we froze the medical insurance costs. Overall, I would say it's a good contract," he concluded.

Engineer **Todd Rabalais** also served on the committee.

Bisso operates a fleet of 15 boats, most of which work in ship docking operations from the Gulf of Mexico up the Mississippi River as far north as Baton Rouge, La. Several vessels also sail offshore.

Hvide

As with Bisso, the Hvide Marine pact carried historical overtones. It is the first inland union contract the company has signed.

Among the agreement's highlights are increased dental, optical and outpatient dependent benefits; wage increases; and increases in the pension contribution.

"The medical benefits are something that all the guys were looking for," explained Captain **Dallas Higgins**, who served on the bargaining committee. "We were extremely satisfied with that, and this also is the first time we've had call-back days in our contract."

A 1978 graduate of the trainee program at the Lundeberg School in Piney Point, Md. and a frequent upgrader, Higgins credited both the company and the union for maintaining a constructive tone throughout the negotiations. Joining him on the committee

were AB **James Shipley** and Engineer **Chris Butts**.

Hvide in March acquired the seven harbor tugs formerly operated by Sabine Towing. Four are based in Port Arthur, Texas and two in Lake Charles, La., with the other operating as a support vessel for both areas.

Moran

The Moran contract boosts wages; increases dental, optical and outpatient benefits; and raises the pension amount paid to qualified retirees.

"The strongest points are the medical benefits, plus we got our sick leave (benefit) up to full pay," stated Captain **Craig**

Arnaud, a member of the negotiating committee. "Those really were big plusses.... I was pretty happy with the contract."

Also serving on the committee were Captain **Ryan Riggins**, AB **Steve Wells** and Engineers **Cliff Champagne** and **Scotter Ashwood**.

Moran operates three harbor tugs and four offshore boats. The harbor tugs dock and undock vessels as well as perform other harbor work in the waters surrounding the ports of Port Arthur, Orange and Beaumont, Texas. The offshore tugs and barges transport petroleum along the East Coast, Gulf of Mexico and Puerto Rico.

Please be advised that SIU headquarters and all SIU hiring halls will be closed on Monday, August 17, 1998 (unless an emergency arises) for the observance of Paul Hall's birthday. Normal business hours will resume the following workday.

Solidarity with Laundry Workers



SIU President Michael Sacco delivered a message of solidarity June 4 at the convention of the AFL-CIO Laundry and Dry Cleaning International Union in Pittsburgh. Sacco, who also is president of the AFL-CIO Maritime Trades Department (MTD), detailed the MTD's role in advancing the agenda of working families, and the importance of political action. He also discussed how the labor movement had won a critical vote on California's Proposition 226 just two days before the Laundry Workers' convention. Listening to Sacco's message are Laundry Workers President Mary O'Brien and Secretary-Treasurer Sam Begler.



Among the SIU boatmen who recently ratified new contracts are those who work aboard Bisso tugboats (shown above). Also benefiting from new agreements are Seafarers who sail aboard Hvide Marine and Moran of Texas vessels.

Most Philippine Maritime Schools Do Not Meet STCW Regulations More Than 100 Face Possible Closure in 1999

More than 100 maritime schools located in the Philippines may be closed next year for failure to comply with regulations stemming from the 1995 amendments to the STCW convention, according to a report in the *Business Times*.

Only six of the country's 122 maritime schools passed a recent evaluation by the Philippine government, according to the article. The commission that regulates educational facilities in the Philippines reportedly will close the non-compliant maritime schools in June 1999 if they do not meet the new standards.

A Philippine official told the publication that most of the country's maritime training institutions lack qualified instructors and sufficient equipment.

Meanwhile, the U.S. Merchant Marine Academy has agreed to serve as a consultant to the Associated Marine Officers and Seamen's Union of the Philippines—a 55,000-member unit that is affiliated with the International Transport Workers' Federation—in its efforts to establish a maritime academy in the island nation.

California Voters, Nevada Judge Reject Efforts to Squelch Voice of Workers

Week After Californians Say No, Silver State Court Says Proposal 'Unconstitutional'

Working people across the country gained two major victories last month when efforts to limit the political and lobbying activities of unions were rejected in neighboring western states.

On June 2, the voters of California soundly defeated Proposition 226, a ballot initiative which would have prevented unions from using dues money for campaigning, lobbying or other purposes except collective bargaining without the annual written approval of union members on forms supplied by the state.

A week later, a district court in Clark County, Nev. threw out as unconstitutional an attempt by anti-worker forces to place a similar measure before that state's voters.

"The voters of California and the judge in Nevada have backed what we in the labor movement have known all along—that the working men and women of America have the right to participate in the political process," stated SIU President Michael Sacco.

"These anti-worker forces have been defeated in legislatures, on the ballot and in the courtroom. No matter where they turn, they are coming face-to-face with the reality that working people have been, are and will be a major player in the process of electing officials and lobbying for legislation," he added.

AFL-CIO President John Sweeney said the Nevada court decision coming in the wake of the California election "strikes another stunning blow to the agenda to knock working families off the political playing field. The court's ruling on the Nevada ballot initiative and the defeat of California's Proposition 226 send a clear message that taking aim at working families won't substitute for real [campaign finance] reform."

Battles Waged Across Nation

Since late last year, anti-worker corporations, lobbyists and individuals have been attempting to change state and feder-

al laws to limit the political and lobbying activities of unions. These groups have used such misnomers as "campaign finance reform," "paycheck protection" and "giving union members a choice" in their attempts to hide what they actually are doing.

As of mid-June, the anti-worker forces had been able to bring up their proposals in 32 states in the form of legislation or ballot measures. So far, these proposals have been rejected in 24 states.

The rallying cry of the anti-union groups was the fact that labor unions provided \$58 million dollars to support pro-working family candidates during the 1996 election cycle.

The anti-worker forces whined that labor and their supporters gained an unfair advantage through the spending and moved to do something to limit it. They also were upset that working people persuaded Congress to increase the national minimum wage, turn back legislation to recognize sham company unions and defeat an extension of fast-track trade negotiations because it did not include provisions to deal with workers and the environment.

However, what they did not want made public was the amount of money they poured into the 1996 election cycle. According to the Federal Election Commission and Center for Responsive Politics, big business provided its friends and allies with \$653 million—11 times that spent by the unions.

Focus on California

While the efforts to stop the anti-worker proposals have been hard fought in each state, none garnered as much media attention as the campaign in California.

Independent polling taken as late as February in the Golden State showed three of every four voters in favor of the so-called campaign finance reform initiative. The polls revealed support for the idea from union households closely matched that of all voters.

However, support for the initiative started to crumble when the language of Proposition 226 was presented to the voters.

In an effort to mislead the electorate, the authors of Proposition 226 led with a call to ban foreign contributions in California elections—something that already is illegal in the state. The rest of the text outlined the plan to not allow unions to use dues money for campaigning or lobbying without the yearly approval in writing from its members. The approval would have to be contained on a form supplied by and kept on file by the state.

The measure's language stated, if passed, it would be implemented on July 1. However, state officials said the new agency called for by the initiative could not possibly be ready before January 1, 1999.

The result would have been the elimination of unions from the fall elections in California. Among the seats to be decided is the governor's chair.

Unified Labor Movement

Union members launched a grassroots campaign to educate their fellow brothers and sisters as well as the rest of the voters in California. Seafarers in San Francisco and Wilmington were among those making telephone calls, passing out leaflets and talking with friends and neighbors.

"The labor movement really came together," noted SIU Vice President West Coast George McCartney. "Our members got out with others because all of us knew what was at stake. This was life or death." Poll numbers showed a steady drop in



Bill Burke/Page One

Meeting with the press on June 3, AFL-CIO President John Sweeney states the defeat of Proposition 226 in California sends a message to anti-union forces that "pounding working families is a losing proposition."

the number of people who supported Proposition 226. Finally, two weeks before the election, the first independent statewide polls showed more voters opposing the measure than supporting it.

When the final results were announced in the early hours of June 3, those voting against Proposition 226 garnered 53.5 percent while those for carried only 46.5 percent. More than three of every four union households voted against Proposition 226, according to exit polling.

Fight Is Not Over

"Despite winning this very important battle, let's not lose sight of the fact the anti-union forces are still out there trying to find other ways to hurt working people," SIU President Sacco pointed out.

Several different bills are before Congress, even though some forms of the anti-worker language have been rejected by members in both the House of Representatives and Senate. Several state legislatures are in session with measures before them. Also, the anti-worker groups have grassroots campaigns to gain signatures on petitions to attempt ballot drives in other states. Finally, these forces have vowed to try again in states where they already have been defeated.

"Union members have shown they understand how important the political process is in their lives," Sacco added. "They are willing to fight and fight again to preserve their rights."

"They have shown they are up to the challenge and they will be prepared to meet it squarely and repel it when the anti-worker forces try again."

What YOU Can Do

If your state is listed as pending:

- Write, call or visit and inform your legislator why such a measure is bad for all working people.
- Meet with friends, family and neighbors. Let them know how these bills hurt them, and ask them to contact their elected officials.

If your state is having an initiative:

- Register to vote, then vote against it.
- Urge your friends, family and neighbors to do the same.

If your state is not listed:

- Remind your legislator there is no need for such legislation as it harms all working people.

Actions Taken Around the Country On Anti-Worker Legislation (as of mid-June)

Alaska.....	defeated in legislature
Arizona.....	defeated in legislature
California.....	defeated by voters
Colorado.....	defeated in legislature, possible initiative
Connecticut.....	defeated in legislature
Florida.....	defeated in legislature
Georgia.....	defeated in legislature
Hawaii.....	defeated in legislature
Kansas.....	defeated in legislature
Maine.....	defeated in legislature
Maryland.....	defeated in legislature
Massachusetts.....	pending in legislature
Michigan.....	pending in legislature
Minnesota.....	defeated in legislature
Mississippi.....	defeated in legislature
Missouri.....	defeated in legislature
New Jersey.....	pending in legislature
New Mexico.....	defeated in legislature
Nevada.....	initiative declared unconstitutional
Oklahoma.....	defeated in legislature
Oregon.....	initiative pending
Pennsylvania.....	pending in legislature
Rhode Island.....	pending in legislature
South Carolina.....	defeated in legislature
South Dakota.....	defeated in legislature
Tennessee.....	defeated in legislature
Utah.....	defeated in legislature
Vermont.....	defeated in legislature
Washington.....	defeated in legislature
West Virginia.....	defeated in legislature
Wisconsin.....	defeated in legislature
Wyoming.....	passed annual PAC checkoff

Congress:

Action pending in both House and Senate

Please note: The rules in some legislatures allow a defeated bill to be offered again in an altered version or amended to an entirely different measure.

SOURCE: AFL-CIO Department of Field Mobilization

Cleveland Crew Proud to Support U.S. Policies And SIU Traditions

Seafarers aboard the SIU-crewed *Cleveland* recently witnessed the devastating effects of El Niño when the Sealift, Inc. breakbulk freighter transported vehicles, building material, equipment and personnel from New Orleans and Panama to the ravaged, rain-ridden town of Esmeraldas, Ecuador.

The operation, dubbed "New Horizons," is a U.S. government-sponsored aid program, incorporating equipment and manpower from the U.S. Marine Corps, Air Force and National Guard to provide relief to Ecuador in the form of building new schools and missions as well as clearing roads and replacing bridges which had been washed out by

the flooding.

The cargo initially was loaded onto six hopper barges in Louisville, Ky. and floated down the Mississippi River to the port of New Orleans. Floating cranes were used to lift the cargo directly onto the *Cleveland*, a C-5 cargo ship contracted by the Military Sealift Command.

The photographs accompanying this article (taken by AB David J. Garoutte and sent to the *LOG* by Chief Steward Miguel E. Vinca) were shot in the port area as well as approximately 35 kilometers up the Esmeraldas River, where the road was washed out and passage inland became dangerous.



The *Cleveland* arrives in Esmeraldas, Ecuador to begin offloading its cargo of military equipment.

Garoutte also noted that "due to natural hazards and guerilla activity in the area, night time travel is not advised."

"New Horizons" is a prime example of the U.S. government fine-tuning its foreign aid programs, and the Seafarers aboard the *Cleveland* were proud to be in a position to support America's policies while at the same time uphold the time-honored traditions of the Brotherhood of the Sea.



The main road in the town of Esmeraldas is totally under water.



Fifteen kilometers upriver, the rain-swollen Esmeraldas River is about twice its normal size.

At right, the *Cleveland's* 70-ton jumbo boom offloads a heavy-lift military truck.



The offloaded cargo from the *Cleveland* is put in a staging area, bound for inland areas hard-hit by El Niño.

USNS Capable Lives Up to Its Name

After hearing a distress signal from a sinking boat off the coast of Columbia in late May, the SIU-crewed *USNS Capable* answered the call.

The vessel, operated by Maersk Line for the Military Sealift Command (MSC), was the first of several other craft to arrive on the scene, where they found the 49-foot *Otonella* bobbing in the water, keel up.

The *Capable's* rigid, inflatable-hull boat (used in rescue operations) was dispatched for a closer inspection of the wreckage. Lines were found to be wrapped around the capsized boat's propeller, but no survivors were located.

At the request of the Curacao Coast Guard, the *USNS Capable* assumed on-scene commander duties and coordinated the search patterns of a merchant tanker, the *Crudesky*, and a Curacao search

aircraft. The crew aboard the MSC vessel retrieved a life jacket with a Colombian passport attached (which they turned over to the Colombian Embassy at their next port of call). The *Crudesky* and the Colombian Coast Guard vessel each recovered one body from the water in the surrounding area.

Throughout the entire recovery operation, the *Capable* remained on the scene. The vessel's owner was contacted and arranged for a tug to tow the wreckage back to Columbia. The *Otonella* had a crew of seven and was carrying a cargo of 25 tons of chicken.

The *USNS Capable* is one of three ocean surveillance ships devoted to counter-drug operations, and is one of approximately 25 special mission ships operated by the MSC.

5 Union-Crewed Vessels Join U.S.-Thai Operation

Four SIU-crewed vessels were among five Military Sealift Command (MSC) ships that sailed to Thailand in late April to provide direct support to this year's annual Cobra Gold exercise.

Cobra Gold '98 is the latest in the continuing series of U.S.-Thailand military exercises designed to provide constructive benefits to the people of Thailand through combined U.S.-Thailand medical and civil affairs projects. Another of the goals is to strengthen the ability of the Royal Thai Armed Forces to defend Thailand.

The *Cape Inscription* was the first of the five MSC ships to arrive in the port of Chuk Samet, Thailand. The roll-on/roll-off vessel carried more than 300 items for the 10,600 U.S. service members and approximately 6,250 Thai troops participating in the operation. Included among the items were amphibious assault vehicles, tractors, bulldozers, fuel trucks, generators, electronic vans and containers needed by the par-

ticipants to build and operate their base camps.

The *Cape Inscription* was followed a few days later by the 1st Lt. Baldomero Lopez, the crane ship *Gopher State* and the 1st Lt. Jack Lummus.

Using cranes on board the *Lopez*, cargo was lifted to flat-bottom barges (lighters) and floated to the pier. There, the cargo was moved from the lighters by the *Gopher State* onto the pier. While all this was taking place, the *Lummus* transferred more than 57,000 gallons of fuel at the fuel/ammunition pier. The fuel offloading, which was expected to take two days to complete, was finished in one.

The brunt of the exercise took place between May 18 and June 2; however, its effects will linger long after the operation has been completed. MSC support for Cobra Gold '98 will continue until all the cargo and equipment has been backloaded, and the ships return home.

Marching for Democracy



Seafarers joined with other trade unionists and human rights activists in a march for Nigerian democracy in front of the African nation's embassy in Washington, D.C. on June 17. The marchers celebrated the release of imprisoned trade unionists Milton Dabibi and Frank Kokori, while urging the new government to institute democratic reforms. Pictured above are Curtis Dix and Max Hall.

Welfare Plan Launches Money-Saving Prescription Program for Pensioners

Qualified Retirees Will Save Out-of-Pocket Expenses

SIU pensioners will be able to take advantage this month of the newest benefit to be added the welfare plan—a prescription medicine program that eliminates the need to pay at the counter.

"This new program is the latest way we are looking out for our members when they have completed their sailing days," noted SIU President Michael Sacco.

Eligible retirees should receive in the mail during July a pharmacy identification card along with a letter explaining the new program. The card features the SIU logo along with the member's name and an individual identification number on the front. On

the reverse side is a computer strip, much like those on credit cards, for use by pharmacists when a prescription is picked up.

The cards and program are being implemented for the Seafarers Welfare Plan by National Prescription Administrators, Inc. (NPA), a firm which provides managed care pharmaceutical services across the country. The company has been in business since 1978. It serves more than 3,500 clients with 7 million covered participants.

More than 50,000 drug stores participate in the NPA program. SIU pensioners will receive a list of NPA-approved pharmacies in

their states when they receive their prescription card.

"We believe this program will provide a tremendous benefit for our pensioners because they will not have any money coming out of their pockets when they have to pick up their prescriptions as long as they have the card with them," stated Lou Delma, plan administrator. "This also will mean a better quality of service as they may choose between going to the drug store to get the prescription or having it delivered by mail."

As mentioned by Delma, another aspect of the new program will allow pensioners to order their medications through the mail. He pointed out this would help those who take a certain prescription on a regular basis.

In the letter being sent to the

qualified retirees, the Seafarers Welfare Plan informs them they will be able to receive up to a 34-day supply or 100 units of medicine, which ever is greater. If requested by the pensioner's doctor, refills will be available for up to one year. Although it is not mandatory, pensioners also have the option of requesting a generic equivalent medication. Delma noted the use of generic drugs will save the plan additional dollars which will help ensure the program's success.

Besides receiving a list of participating drug stores in the pensioner's state, he or she will be able to call a toll free number for additional information. Also, pharmacies recognizing the NPA program either have a green-and-white NPA logo in the door or at the pharmacy counter.

Delma said the program's

Important Dates in SIU Pension Coverage

1949 – Seafarers Welfare Plan implemented.

1961 – SIU negotiates first pension plan for deep sea members.

1981 – Contract negotiations provide revamped pension program. Benefits include medical coverage because of closure of U.S. Public Health Service hospitals and clinics which had provided such treatments for U.S. mariners.

1993 – New contract lifts cap for maximum monthly pension benefit.

1998 – New prescription plan eliminates qualified retirees' out-of-pocket expenses.

effectiveness will be evaluated before a final decision is made to expand a similar prescription plan to active Seafarers. Pensioners who have any questions or concerns about the new benefit may call the Seafarers Welfare Plan at 1-800-252-4674.

Blue Ridge Crew Backs Jones Act



During a recent meeting aboard the Crowley tanker *Blue Ridge* in the port of New York, Seafarers emphasized that the Jones Act is vital to America's merchant fleet and therefore to the nation's security. Crew members also discussed the contract covering the *Blue Ridge*, the need for merchant mariners to be politically active and the importance of shipboard safety, among other topics. Pictured above (from left) are GSU Hamoud Dahbali, Second Pumpman Michael Ribeiro, Bosun Mike Moore, Pumpman Charles Dahlhaus, Wiper Abdul Mosa, AB K. Savage, QMED Jack Singletary, Chief Cook Joe Clark and Steward/Baker Ron Malozi. In photos directly below, Malozi (left) and Clark prepare lunch for their hungry, hard-working shipmates. Bottom photo shows the *Blue Ridge* at sea.



ITF Report Reveals Routine Lack of Rest

The International Transport Workers' Federation (ITF) recently released results of an extensive study on mariner fatigue, and the report reveals "shocking new evidence of potentially huge risks to shipping safety and marine safety environment" because of "disturbing excess hours" on the job.

Describing the survey as "thought to be the most extensive research ever undertaken into seafarers' hours," the ITF also issued a number of recommendations to combat the problem, including "increases to inadequate crewing levels."

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

Titled "Seafarer fatigue: Wake up to the dangers," the ITF report in part is based on surveys of 2,500 mariners from dozens of nations. The British officers' union NUMAST assisted in its preparation.

It points out that the U.S. Coast Guard has identified fatigue as a factor in 16 percent of major vessel accidents. The study also notes the following:

- 30 percent of those surveyed regularly work at least 12 hours per day.
- 36 percent get fewer than 10 hours of rest each day, and 18 percent get less than six hours.
- Approximately half believe that excessive working hours endanger safety at sea.
- A majority believes the situation is worsening.

One officer from a passenger ship highlighted the issue when he told the ITF, "On a previous ship, I worked 12-15 hour days, and never had six hours continuous sleep. I worked an 87-hour week for three months. I regularly made errors in passage planning and execution and did not dare to sit down on watch."

Among the many other cases documented in the report are two

incidents of watchkeeping officers "dozing off" while in control of fast ferries, a cargo ship which collided with an oil tanker after the watchkeeper—who had slept only 2.5 hours in the preceding 33 hours—fell asleep, and several sleep-related car crashes while driving home from ships.

In another instance, a grounding occurred after deck officers worked an average of 16 hours a day, with no chance to sleep longer than three consecutive hours.

Additionally, the report states or alludes to many of the elements that have exacerbated mariner fatigue in the past 20 years. Smaller crew sizes are the most obvious factor, but other components include greatly reduced time in port; working with various inspectors and surveyors who routinely visit ships; and what one publication described as "the electronic array now facing a watchkeeper," which "can add to stress."

In an article about the ITF report, *The Business Times* pointed out, "The glaring example of technological advance piling extra work on watchkeepers must be the advent of the Global Maritime Distress and Safety System (GMDSS) and, on most ships, the departure of the radio officer. Now 'Sparkie's' work has to be covered by the bridge watchkeepers. At best that adds workload and increases fatigue. At worst it is also a dangerous distraction from the watchkeepers' main duty—ensuring the safe navigation of the vessel."

The ITF report recommends increasing crew sizes, doing unannounced checks on mariners' hours and "addressing a globally competitive culture which drives vessels to ever faster voyage times, in which reprisals are feared as a result of exercising rights under international regulations."

ITF Assistant General Secretary Mark Dickinson concluded, "Only the adoption and application of new rules that address the question of safe crewing levels and make sure mariners gain adequate rest, will do."



Deckhand Raymond Blahnik assists in keeping the *Boland* operating smoothly.



OS/Gateman Tim Mizwicki keeps a close eye on the task at hand.



Doing his part in the engine room is Oiler Andrew Derry.



Porter Mohamed Saadi takes pride in keeping the *Boland's* galley spotless.

'Trusty' John J. Boland Helps Boost Lakes Stone Trade to Record High

On the Great Lakes, mariners refer to the SIU-crewed *John J. Boland* as "trusty" because of the number of years it has plied those waters.

Actually, though it is an

older ship, the *Boland* still is in reasonably good condition. In fact, it contributed to a new single-month high for the Lakes stone trade in May.

But most of all, the *Boland* is known as a "work boat. The crew members really work hard and put in long hours on that ship. They do a great job," noted SIU Algonac Port Agent Tim Kelley.

Operated by American Steamship Company, the *Boland* is a self-unloader that carries salt, iron ore, taconite pellets, stone and other cargoes from U.S. and Canadian Great Lakes ports.

According to statistics released by the Lakes Carriers' Association, the *Boland* contributed to stone shipments that exceeded 5 million tons in the month of May, believed to be an all-time high for one month.

As of mid-June, stone shipments for this entire season from Lakes ports were around 9.5 million tons, a 21-percent increase compared to the same



Watchman James Davison, like all other crew members on the Lakes self-unloader, makes shipboard safety a top priority.

period in 1997.

The association noted that, "while demand for stone is brisk, the trade has also benefited from the mild winter. With virtually no ice and moderate temperatures, many stone docks resumed shipping in March. Typically, stone does not start moving until early April and generally does not reach its stride until late in the month."



Deckhand Matt Sharer and fellow crew members aboard the *John J. Boland* had a busy May, helping the Lakes stone trade reach an all-time cargo record.



Cleaning the cargo holds is Bosun Ronald Bochek.



While in the port of Toledo, Ohio, the *John J. Boland* unloads salt (photos above and below). The self-unloader, operated by American Steamship Company, also carries iron ore, taconite pellets, stone and other cargoes from U.S. and Canadian Great Lakes ports.



Boland Bosun Bochek Best In Snowmobile Bout



Snowy climates don't appeal to everyone, but for Bosun Ronald Bochek, the white stuff is an indispensable element for his hobby of racing classic snowmobiles. A member of the SIU's Great Lakes division, Bochek recently won two races in the Eagle River (Wis.) Championship, a tournament that drew competitors from around the world. He placed first in the vintage open class and vintage 440 class snowmobile races, using a 1973 Thunderjet. Bochek currently sails aboard the *John J. Boland*.

Union Joins in Observing Maritime Memorial Day

As is its custom, the SIU participated in several 1998 Maritime Memorial Day ceremonies across the country.

Besides the events that took place in Washington, D.C. (which were reported in the June issue of the *Seafarers LOG*), SIU members, retirees and officials also took part in annual commemorations in San Francisco, St. Louis, Mobile, Ala. and San Pedro, Calif.

The events took place May 22, marking the 65th anniversary of the date originally designated by Congress as Maritime Memorial Day.

In San Francisco this year, Seafarers were among the hundreds of people who climbed aboard the historic Liberty ship *Jeremiah O'Brien* for its annual voyage under the Golden Gate Bridge. Wreaths were placed in

the ocean during the trip in memory of those who lost their lives at sea.

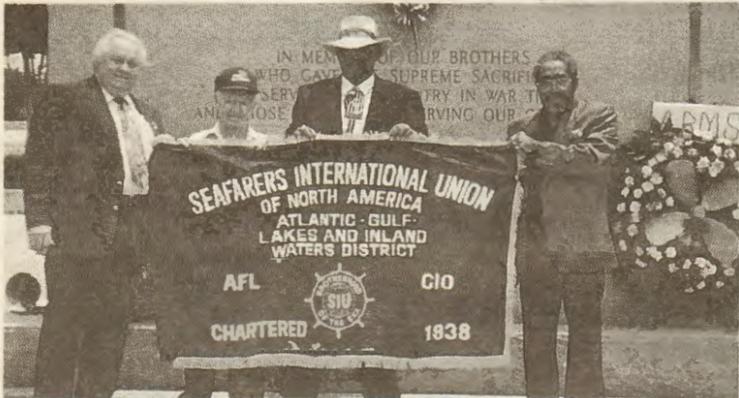
Down the coast, San Pedro hosted its traditional ceremony at the American Merchant Marine Veterans (AMMV) Memorial, conducted by local AMMV officials. The observance featured a number of guest speakers representing different segments of the maritime industry; a church service; and other remembrances.

The Cathedral of the Immaculate Conception served as the starting point for the activities in Mobile, Ala. After the service, participants went to the local merchant marine monument and conducted a wreath-laying ceremony.

Finally, the SIU hall in St. Louis served as the site of an uncommon Maritime Day event. There, the union hosted guests from the United States Transportation Command (TRANS-



Aboard the Liberty ship *Jeremiah O'Brien* in San Francisco, SIU Representative Vince Coss (right) and Joe Valencia, retired member of the Marine Engineers' Beneficial Association, prepare to toss a memorial wreath into the Pacific.



The SIU was well-represented at commemorations in Mobile, Ala. Pictured from left are SIU Mobile Port Agent Dave Carter, Retiree William Roche, Recertified Steward Robert Scott and Chief Cook Bertrand Wright.

VA Clarifies Health-Care Questions

U.S. military veterans, including most merchant mariners who sailed during World War II, will remain eligible for health care benefits through the Department of Veterans Affairs (VA) even if they don't enroll for one of the newly created "priority groups" with the agency by October 1.

Responding to what it described as "incorrect information distributed by others on the Internet," the VA clarified an issue that has caused substantial confusion and alarm among veterans groups, including various chapters of the American Merchant Marine Veterans.

The uncertainty stems from a cutoff date—October 1, 1998—by which the VA is required by law to establish an enrollment system for health-care services. The law calls for the VA to manage access to VA care by using different categories of enrollment priorities, according to the agency. Altogether, there are seven enrollment priority groups, with the VA determining the proper category for individual applicants.

"While veterans must be

enrolled to receive care, it does not mean that veterans who have not applied for enrollment by that date (October 1, 1998) will lose their eligibility for VA health care," the department stated in its release. "Veterans can apply and be enrolled at the time they are in need of VA health care. Veterans who have received VA health-care services since October 1, 1996 will have an application processed automatically on their behalf."

The VA emphasized that veterans may apply for enrollment "at any time that they come to a VA medical facility for care, even after October 1, 1998."

They also encouraged all veterans who have not received treatment at a VA facility since October 1, 1996 to apply for enrollment by this fall "to help VA plan its services and allocate its resources."

To apply for enrollment, veterans may call, write or visit their nearest VA health-care facility. Most facilities have designated special enrollment coordinators, the VA stated.

More information is available at the VA web site: www.va.gov.

Fisherman Dies In Accident

An accident claimed the life of longtime SIU fisherman Antonio J. Pereira, 50, last month in Provincetown, Mass.

According to local news reports, Brother Pereira slipped off a pier while attempting to pull a boat closer to the dock. He apparently struck his head on the edge of the boat, fell into Provincetown Harbor and drowned.

The accident took place about 1:30 a.m. on June 15. Rescue efforts reportedly were hampered by unfavorable weather conditions, described by a U.S. Coast Guard officer as "high tide, windy, there was no moon

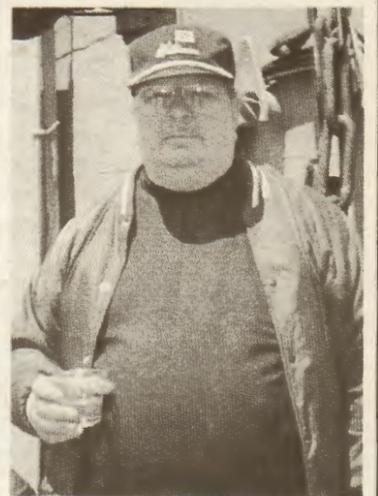
and the water was choppy."

A diving team recovered the body at 3:30 a.m.

Brother Pereira, whose home port was New Bedford, Mass., was the captain aboard the 65-foot dragger *Kimbanda*. One press account said that he and two other fishermen had docked in Provincetown to dodge a storm.

"He was a big help to the SIU," stated Henri Francois, the union's port agent in New Bedford. "He was with this union for 23 years, he was a wonderful fisherman and he was always looking out for his family."

Brother Pereira, a native of Portugal who had lived in New Bedford for 25 years, is survived by his wife, five sons, two sisters, a brother, a grandson and several uncles and nephews.



During the ceremony aboard the *Jeremiah O'Brien* (above), retired Steward Lee De Parlier toasts those who have passed away.

At left, representatives of the U.S. Transportation Command gained a better understanding of today's U.S. merchant marine by inspecting the SIU hall in St. Louis.



John Cox, SIU port agent in Wilmington, Calif., displays the wreath presented by the SIU for the San Pedro event.



On hand to hear the numerous guest speakers at the AMMV ceremony in San Pedro, Calif. were (from left) SIU Retirees Joe Martella, Ed O'Brien and Fred Vogler, along with former Seafarer James Rolin and OMU Joshua Faughn.

Brotherhood Extends to Classroom

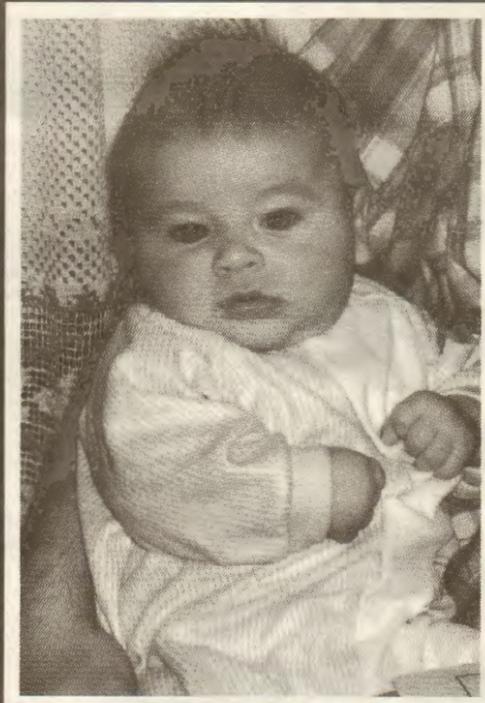


Seafarer Eric Overby (right) takes the SIU's motto, "Brotherhood of the Sea," to heart. So, he gladly offered to tutor Elmo Davis (left) while both attended the AB class at the Paul Hall Center for Maritime Training and Education in May. He also assisted other classmates. "I couldn't have gotten through the class without Eric's help," stated Davis. "Heck, he helped the whole class." Said Overby: "I enjoy helping others. The whole Brotherhood should help out any way they can."

SEAFARERS FAMILY photos

Weddings, graduations, the births of children and grandchildren—these are the everyday events so important in the lives of SIU members, who often are away from home for several months at a time.

As always, the *LOG* welcomes your photos and will publish them on a periodic basis.



Pictured above is 16-month-old Thomas Lee Rackley in the arms of his mother, Vilma, at home in Angeles City, Philippines. His father, William Rackley, sails as an AB from the port of San Francisco.

Marvin Schmitz, a Great Lakes member currently working as a conveyorman on the *St. Clair*, became a grandpa on December 26, 1997, to little Mathis. Mathis's dad, Andrew, J. Schmitz, was a recipient of the SIU scholarship program in 1988. He is now a successful electrical engineer.



Jeffrey P. Stuart and his bride, Lorraine Foley, enjoy their honeymoon following their April 25 wedding in Key Largo, Fla. Stuart is currently sailing as a QMED on the *SS Gopher State*, which is stationed in Guam.



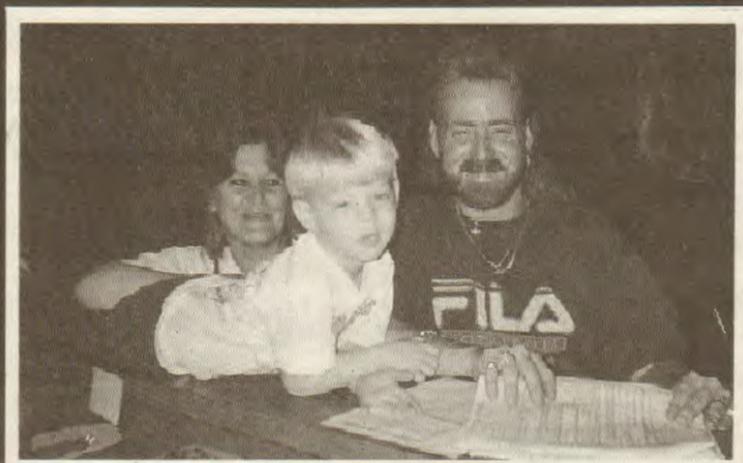
Roger J. Reinke was married to Antoinette while attending upgrading classes at the Harry Lundeberg School of Seamanship. Although the wedding did not take place in Piney Point, Chef Allan Sherwin created this beautiful cake for the newlyweds and presented it to them several days after the wedding, the Friday before the groom graduated from the recertified bosun course.



From the port of Houston — AB J.R. Carlson and his wife, Reba, of Alvin, Texas are very proud of their granddaughter, Rebecca Swain, seen here at 8 months old.



You can usually find Lisa Clark working as a secretary in the Baltimore SIU hall. But in May, she and her family sailed aboard the *Cape Wrath* to watch the restart of the Whitbread 'Round-the-World' yachting race (see June issue of *LOG*). With her are husband, Harry Clark Jr. and sons Walter Lawson III (10 years old) and Harry Clark III (5 years old).



The Mobile, Ala. SIU hall is a comfortable place to take your family when you need to get some paperwork done, as Bosun Dana Naze well knows. With him at (and on) the counter are his wife, Debra, and son, Tyler.



When Tommy "T. Man" Belvin graduated from the Paul Hall Center's recertified steward program in March, several family members were on hand to celebrate the occasion. Pictured from left are Nik Eames, nephew of Brother Belvin; Donald Davis, nephew; Florence Davis, sister; Sonny Davis, brother-in-law; Belvin; Andrew Somerville, brother-in-law; Shirley Fowler, sister; and Karen Davis, niece.

Electrician Earhart Captures 'Deep Freeze' On Videotape

Seafarer Chris Earhart likes the fact that his job takes him to different places around the world.

He also believes in utilizing photographs and videotape to capture some of the more noteworthy locations he visits.

So, when he signed aboard the *Samuel L. Cobb* as chief electrician for last year's "Operation Deep Freeze," Earhart armed himself with a camcorder and many good ideas for shooting an informative, entertaining video during his off-time aboard ship.

Operation Deep Freeze is an annual resupply mission calling for delivery of millions of gallons of petroleum products (along with various dry stores) to McMurdo Station, a U.S.-operated scientific research base in Winter Quarters Bay, located in the Ross Ice Shelf in Antarctica.

"I figured this isn't the type of voyage a person makes very often, so I shot the tape. It turned out well and it was fun," Earhart recalled, adding that although he has shared it with crew members, it is the video equivalent of a personal photo album, rather than a formal instructional piece.

During other trips, Earhart has taken still photos of a rescue at sea and various scenery in Shanghai, among other shots.

But the colorful videotape marked his successful debut as a video cameraman. It opens with tours of the deck, engine and steward departments, as various crew members take turns narrating and explaining the basic equipment.

Maps are used to show the *Cobb's* path from Greece to Australia to Antarctica. Then, viewers take in some less-obvious surroundings, such as individual foc's'les, the crew lounge and the laundry area.

From there, Earhart includes compelling footage taken from the wheelhouse and on deck as the ship nears McMurdo Station. For the landlubber, the shots of the *Samuel L. Cobb* rising and falling in rough seas, with waves spraying across a large portion of the deck, are enough to make one reach for a steady object.

Equally dramatic are the overhead shots of the bow breaking through sprawling segments of ice. On the lighter side, plenty of seals and penguins dot the landscape as the vessel nears its des-

tinuation and then docks.

During the last fourth of the 2 hour, 20 minute video, a member of the McMurdo staff describes various aspects of the base, from the complex scientific research to the basics of daily living in such a challenging climate.

For example, the station has more than 100 buildings, plus graded roads, vehicles, a power plant and power lines. Electricity is maintained by six generators, and fresh water is produced by a saltwater distillation plant.

Additionally, while Antarctica is extremely windy and is 98-percent covered by ice, its location and climate offer exceptional chances to study biology, human physiology, meteorology, upper atmosphere physics, geology, glaciology and more.

Another highlight of the tape is the breathtaking image from the observation tower at McMurdo Station, which stretches surprisingly high above the complex.

Finally, with the delivery complete, the *Cobb* resumes its voyage, and Earhart wraps the tape with a shot of the horizon as the vessel heads out to sea.



Never one to miss a good photo opportunity, Seafarer Chris Earhart poses with Chinese military officers during a voyage to Shanghai.

30-Year Seafarer DeJesus Eyes Retirement

Global Link Crew Says 'Welcome Ashore' to Engine Dept. Member

For longtime Seafarer Ruben DeJesus, this month marks the end of a very active career at sea—one that spanned 30 years and included more than 7,300 sailing days.

His fellow Seafarers and licensed personnel aboard the *Global Link* recently marked the occasion of his retirement with a shipboard celebration.

"For his retirement party, I baked him a special coconut cake (his favorite) and he was given numerous gifts," noted Cook/Baker Brian Sargent, who along with First Assistant Engineer Brian Young sent the accompanying photos to the *Seafarers LOG*. "We decorated the crew mess with ribbons and balloons. The captain invited everyone to join us before lunch for a surprise ceremony honoring Ruben."

Sargent wrote that engine department members gave DeJesus a new fishing pole and



Chief Cook Willie Crear (left) and Cook/Baker Brian Sargent display the coconut cake prepared for Wiper Ruben DeJesus.

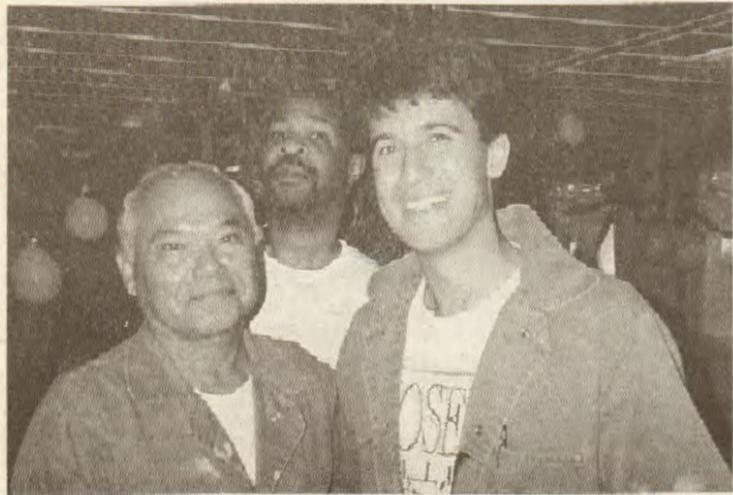
tackle to enable the native of Puerto Rico to pursue his favorite hobby. The rest of the unlicensed crew and personalized "Welcome Ashore" plaque.

"Our old friend and shipmate will be missed by all," concluded Sargent.

During his last voyage, DeJesus sailed as a wiper aboard the cable ship. He caught his first ship in 1968 from the port of New York. Once a professional boxer, he plans to retire to the U.S. Virgin Islands.



As he winds down a career with the SIU that began in 1968, Ruben DeJesus receives a commemorative plaque from shipmates aboard the *Global Link*.



DeJesus accepts congratulations and good wishes from First Assistant Engineer Brian Young (right) and OMU Mel Grayson Sr. (center).

Denebola at the Ready



Seafarers aboard the *USNS Denebola* (below) come from various ports around the country, but they share the common goal of keeping the fast sealift ship in top condition. That is true whether the vessel is in reduced operating status (ROS) at its berth in Bayonne, N.J., or activated for military exercises or other assignment. Above, deck department members prepare a bumper to be lowered between *Denebola's* hull and the pier. Pictured from left to right are Bosun Herman Reynolds, OS E. Martinez and AB Ben Shupp.



An important aspect of ROS operations is closely monitoring the engine room. Above, left, Chief Electrician Frank Bakun checks breakers. Above, right, Chief Cook Robert Valentine and Steward/Baker Gary Lackey keep the galley in good shape and their shipmates well fed.



Seafarers crew a number of tugboats that operate in the Philadelphia area, including the *James McAllister*.



Steward/Baker Rob Hess readies lunch aboard the *Mayaguez*.



Standing gangway watch on the *Sea Fox* is Bosun Ferdinand Lugo.



The C.G. Willis tug *Patricia*



PHILADELPHIA FANATICS



Tankerman William Lehew gets the job done on the Maritrans tug *Liberty*.



Signing the patrol report on the *Mayaguez* AB Mike Duggan.

While fog covers the Delaware River at the Maritrans pier, SIU boatmen prepare the *Liberty* for its next assignment.

The SIU-crewed *Nuevo San Juan* is off-loaded at Packer Terminal in Philadelphia.



Deckhand Mike Lamb secures a barge to the *Patricia*.

Deep Sea, Inland Seafarers Are Active In 'City of Brotherly Love'

Cargo volumes and waterborne traffic are increasing in the port of Philadelphia, and SIU members there are very much in the mix.

SIU boatmen sail aboard ship-docking tugboats and barges that ply the Delaware River port, which extends to Camden, N.J. They also work on the local passenger ferry as well as ocean-going tugs and barges, tankers and dry-cargo ships that regularly call on Philadelphia.

Among the SIU-contracted inland companies operating in the area are Crowley, Moran, Turecamo, Maritrans, McAllister and Express Marine. (Maritrans also operates deep-sea tankers regularly sailing to Philadelphia.)

A number of Seafarers-crewed deep sea ships are among the more than 3,000 vessels that annually load and offload at the port facilities, including some of those operated by Navieras and Sea-Land.

The port itself, which services many cargoes requiring specialized handling (such as meat, fruit, steel, and forest products) has been upgraded in recent years, thanks to investment by the states of Pennsylvania and New Jersey. Projects have included building new terminal facilities, adding new equipment and renovating existing facilities.



AB Dave Harvey makes safety a priority aboard



The *Maritrans 300* is one of many barges operated by the company.



Many SIU-crewed deep sea ships including the *Nuevo San Juan* call on the port of Philadelphia.



Mate Lance Riggs at the helm, docks a barge in New Jersey.



Discussing the latest union news are SIU Representative Joe Mieluchowski (left) and Captain Jeff Parkin of the tug *Teresa McAllister*.



The Navieras shore gang (kneeling, from left) includes R. Quiles, O. Balico, (second row) A. Ware, M. Torre, SIU Rep Joe Mieluchowski, J. Vazquez, T. Lopez, B. Ott, P. Lavin and H. Thrower.



Ready for chow aboard Crowley's *Sea Fox* is AB Mark Stabler.



From left, Deckhand Ed Devine, Deckhand Ted Rozier and Captain Jeff Parkin report for work at the *Teresa McAllister* pier.



Aboard the Maritrans tanker *Perseverance* (from left), Chief Cook Charles Yancey, SA C. Ransom and Steward/Baker Larry Ewing display a cake.



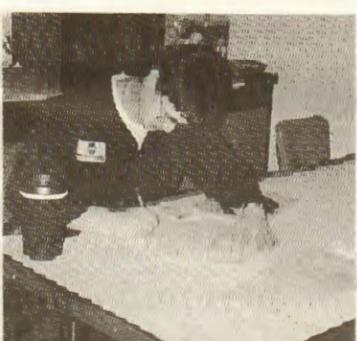
OMU Jim Brown is a crew member aboard the Navieras ship *Carolina*.



Making the *Carolina* a good feeder are (from left) Chief Steward Hasan Rahman, SA Mario Bertrand, SA Billy Mitchell and Chief Cook Michael Harris.



Ready for the union meeting aboard Express Marine's *Guardian* are (from left) Captain Gil Pruitt, Deckhand Wes Ewell, Mate Homer Pruitt and AB/Cook Tom Horton.



Reviewing a safety report aboard the *Liberty* is Tankerman Rich Lord.

RIGHT: The Maritrans tanker *Integrity* is the site as AB Ray Leak (left) and DEU Mike Joel examine the patrolman's report following a shipboard meeting.

BELOW: Philadelphia is a busy port for inland Seafarers, including Captain Gil Pruitt, standing by the Express Marine tug *Guardian*.



Arriving for a union meeting on the *Perseverance* is AB Bill Watson.



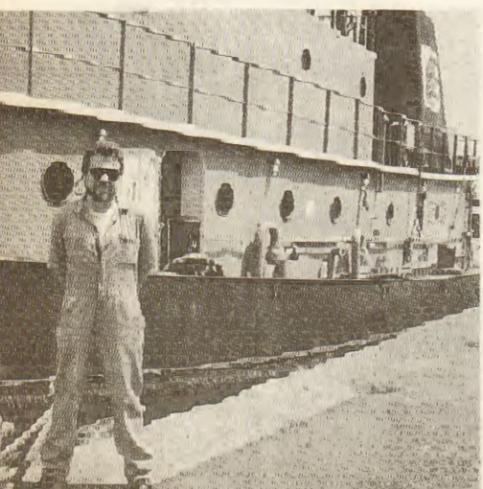
Carrying on the SIU tradition of supporting fellow trade unionists are (from left) Bill Kelly, Tim Logan, Mike Fay, Dennis McGuigan and Bert Smith, who rallied in support of Transit Workers Union Local 234.



Seafarers Joe Grandinett, Tim Logan and Bill Kelly demonstrate their backing of 5,000 union bus drivers and mechanics in the Philadelphia area embroiled in a contract dispute.



Following a full day's work, all is quiet aboard the Moran tug *Reedy Point*.



Tied up at the Gatex Terminal is the Maritrans tanker *Perseverance*.

Dispatchers' Report for Deep Sea

MAY 16 — JUNE 15, 1998

Port	*TOTAL REGISTERED All Groups			TOTAL SHIPPED All Groups			Trip Reliefs	**REGISTERED ON BEACH All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C		Class A	Class B	Class C
DECK DEPARTMENT										
New York	31	21	2	24	15	4	8	51	28	15
Philadelphia	3	4	0	1	3	1	0	6	6	1
Baltimore	4	3	0	3	2	1	1	7	8	4
Norfolk	8	13	6	9	9	5	2	25	16	7
Mobile	14	5	1	8	4	2	5	19	6	3
New Orleans	24	11	3	9	11	6	8	33	19	4
Jacksonville	35	16	11	31	10	6	12	59	31	15
San Francisco	30	10	1	14	12	1	11	54	13	3
Wilmington	26	14	5	16	4	3	5	46	19	13
Seattle	26	15	2	15	10	2	12	53	21	3
Puerto Rico	11	3	7	11	4	7	6	11	2	13
Honolulu	9	9	3	4	9	2	4	16	16	5
Houston	19	9	5	16	12	1	5	38	25	13
St. Louis	2	1	3	2	2	0	0	3	4	6
Piney Point	0	5	2	1	2	2	1	0	6	1
Algonac	0	2	0	0	1	0	0	0	2	0
Totals	242	141	51	164	110	43	80	421	222	106
ENGINE DEPARTMENT										
New York	13	11	1	9	8	1	2	23	16	3
Philadelphia	4	2	0	0	2	0	1	9	2	1
Baltimore	5	5	1	4	6	1	1	8	9	2
Norfolk	4	7	0	2	3	0	0	6	13	0
Mobile	13	7	1	3	7	0	2	15	7	1
New Orleans	14	6	3	6	4	2	3	16	15	2
Jacksonville	17	5	4	20	6	0	5	20	16	7
San Francisco	14	7	4	4	2	0	1	18	19	6
Wilmington	6	12	1	4	7	1	5	12	17	1
Seattle	15	9	2	14	7	1	7	20	10	4
Puerto Rico	5	0	1	4	3	1	4	8	3	1
Honolulu	8	4	8	7	8	6	4	8	12	5
Houston	16	13	3	9	10	2	3	20	17	9
St. Louis	1	1	0	1	2	0	1	2	0	0
Piney Point	4	5	4	0	0	0	0	5	7	4
Algonac	0	2	1	0	1	1	1	0	2	0
Totals	139	96	34	87	76	16	40	190	165	46
STEWARD DEPARTMENT										
New York	19	9	1	12	5	0	7	22	15	1
Philadelphia	3	0	0	4	0	0	0	1	3	0
Baltimore	3	2	0	2	1	0	2	4	3	0
Norfolk	8	7	2	8	7	3	5	12	5	5
Mobile	6	2	0	4	1	0	0	6	6	0
New Orleans	5	6	0	6	5	0	3	9	5	2
Jacksonville	16	6	5	14	4	3	2	26	8	5
San Francisco	22	1	1	19	3	0	9	41	4	1
Wilmington	14	4	1	8	0	1	5	23	8	3
Seattle	33	1	0	17	1	0	4	41	3	0
Puerto Rico	3	0	1	3	1	0	2	4	3	1
Honolulu	12	4	7	9	5	11	8	12	5	7
Houston	13	4	0	7	4	0	6	20	5	0
St. Louis	0	0	0	1	0	0	0	1	0	0
Piney Point	5	2	0	3	3	0	2	9	0	0
Algonac	1	0	0	1	0	0	0	0	0	0
Totals	163	48	18	118	40	18	55	231	73	25
ENTRY DEPARTMENT										
New York	7	24	13	9	18	5	0	5	42	35
Philadelphia	0	1	4	0	0	1	0	0	3	6
Baltimore	0	2	3	0	1	0	0	1	6	7
Norfolk	3	13	12	1	7	11	0	6	16	18
Mobile	1	7	4	1	2	1	0	1	15	3
New Orleans	2	13	4	4	5	3	0	6	18	13
Jacksonville	4	8	11	2	11	5	0	8	17	25
San Francisco	7	19	2	4	4	1	0	20	37	5
Wilmington	2	8	7	3	5	0	0	7	13	10
Seattle	8	11	4	1	7	1	0	13	22	9
Puerto Rico	5	4	0	2	3	1	0	8	5	4
Honolulu	3	35	79	6	27	63	0	9	41	101
Houston	2	6	9	3	7	3	0	2	15	14
St. Louis	0	0	1	0	0	0	0	0	1	2
Piney Point	0	15	14	0	11	11	0	0	16	11
Algonac	0	0	1	0	0	0	0	0	1	2
Totals	44	166	168	36	108	106	0	86	268	265
Totals All Departments	588	451	271	405	334	183	175	928	728	442

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.

August & September 1998 Membership Meetings Deep Sea, Lakes, Inland Waters

Piney Point.....	Monday: August 3, Tuesday, September 8*
	<i>*(change created by Labor Day holiday)</i>
Algonac.....	Friday: August 7, September 11
Baltimore.....	Thursday: August 6, September 10
Duluth.....	Wednesday: August 12, September 16
Honolulu.....	Friday: August 14, September 18
Houston.....	Monday: August 10, September 14
Jacksonville.....	Thursday: August 6, September 10
Jersey City.....	Wednesday: August 19, September 23
Mobile.....	Wednesday: August 12, September 16
New Bedford.....	Tuesday: August 18, September 22
New Orleans.....	Tuesday: August 11, September 15
New York.....	Tuesday: August 4, September 8
Norfolk.....	Thursday: August 6, September 10
Philadelphia.....	Wednesday: August 5, September 9
San Francisco.....	Thursday: August 13, September 17
San Juan.....	Thursday: August 6, September 10
St. Louis.....	Friday: August 14, September 18
Tacoma.....	Friday: August 21, September 25
Wilmington.....	Tuesday, August 18* Monday, September 21
	<i>*(change created by Paul Hall birthday holiday)</i>

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

AB Reiner Goes on Book Signing Tour



AB Larry Reiner's new action-packed novel, *The Other Shore*, was formally published two months ago. He recently went on a book-signing tour in a number of stores in Tempe, Phoenix, Scottsdale and Paradise Valley, Ariz. to promote both it and the merchant marine (see photo above).

The book is a fictionalized account of the crew aboard a U.S.-flag prepositioning vessel as it heads for the Persian Gulf War. The main character in the book, Captain Al Stacey, is the only major returning character from Reiner's earlier work, *Minute of Silence*, which was published in 1990.

Seafarers may order the novel by sending a check or money order to Integra Press at 1702 West Camelback Road, Suite 119, Phoenix, AZ 85015. The pre-publication discounted cost of \$20 (or \$36 for the new novel and a copy of *Minute of Silence*) will remain in effect until the end of this month.

Reiner will autograph copies of the novel to SIU members and retirees who identify themselves as such when requesting the book.

Attention Seafarers:

**Our flag at sea
is good for America . . .
and important to you.**

Contribute to SPAD!

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Vice President Atlantic Coast

Byron Kelley
Vice President Lakes and Inland Waters

Dean Corgy
Vice President Gulf Coast

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Algonac, MI 48001
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Anchorage, AK 99503
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Baltimore, MD 21202
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DULUTH
705 Medical Arts Building
Duluth, MN 55802
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Jersey City, NJ 07302
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Mobile, AL 36605
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New Bedford, MA 02740
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Brooklyn, NY 11232
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NORFOLK
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Philadelphia, PA 19148
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PINEY POINT
P.O. Box 75
Piney Point, MD 20674
(301) 994-0010

PORT EVERGLADES
1221 S. Andrews Ave.
Ft. Lauderdale, FL 33316
(954) 322-7984

SAN FRANCISCO
350 Fremont St.
San Francisco, CA 94105
(415) 543-5835
Government Services Division
(415) 861-3400

SANTURCE
1037 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) 772-7174

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

Dispatchers' Report for Great Lakes

MAY 16 — JUNE 15, 1998

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

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
Algonac	0	31	6	0	7	0	0	24	6
Algonac	0	13	0	0	5	0	0	8	0
Algonac	0	6	4	0	0	0	0	6	4
Algonac	0	31	22	0	12	2	0	19	20

Totals All Depts 0 81 32 0 24 2 0 57 30

**"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

MAY 16 — JUNE 15, 1998

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	All Groups			All Groups			All Groups		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	5	0	8	2	1	8	4	0	15
Lakes, Inland Waters	29	0	0	18	0	0	37	0	0
West Coast	1	2	5	7	0	2	5	2	12
Totals	35	2	13	27	1	10	46	2	27
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	0	1	2	0	1	1	0	0	4
Lakes, Inland Waters	27	0	0	14	0	0	14	0	0
West Coast	0	0	0	0	0	0	0	0	0
Totals	27	1	2	14	1	1	14	0	4
Atlantic Coast	0	0	0	0	0	0	0	0	0
Gulf Coast	1	3	0	1	3	0	0	0	0
Lakes, Inland Waters	11	0	0	10	0	0	16	0	0
West Coast	0	0	4	0	0	1	0	0	4
Totals	12	3	4	11	3	1	16	0	4

Totals All Depts 74 6 19 52 5 12 76 2 35

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

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

PIC-FROM-THE-PAST

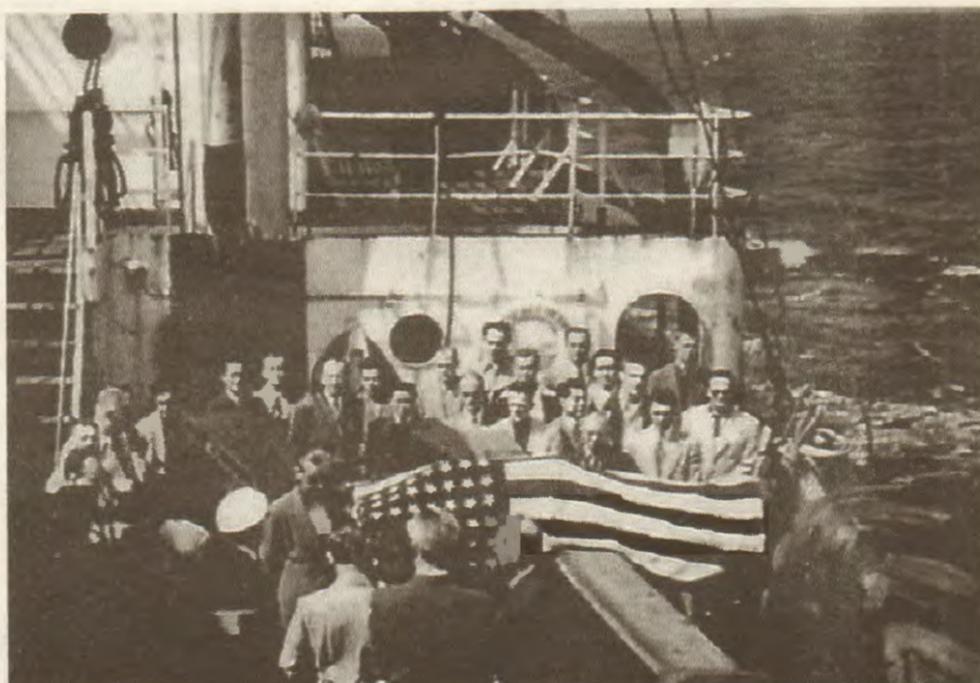
This photograph was sent to the *Seafarers LOG* by Pensioner John W. Curlew of Carson City, Nev.

The photo was taken in February 1952 aboard the SS *Bessemer Victory*.

In a note to the *LOG* accompanying the photograph, Brother Curlew wrote: "A few days out of San Francisco, bound for Korea, a crew member became sick and died. His family requested a burial at sea. Here we are waiting for the service to begin." (Brother Curlew is at the upper right on the boat deck.)

Following the service, the ship stopped while the body was committed to the deep. A moment of silence was broken by three blasts from the ship's whistle; then the voyage continued.

Brother Curlew joined the union in 1947. He completed the bosun recertification program in 1975 and last sailed aboard the *Sea-Land Patriot* in 1989. Brother Curlew retired in 1990 to the high mountain desert of Nevada.



If anyone has a vintage union-related photograph he or she would like to share with the *LOG* readership, it should be sent to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. Photographs will be returned, if so requested.



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 16 Seafarers joining the ranks of pensioners this month are three recertified stewards.

Recertified Stewards Tobe Dansley, Ezekiel M. Hagger and Neville Johnson graduated from the highest level of training available to members in the galley gang at the Lundeberg School in Piney Point, Md. They represent a combined 94 years of active union membership.

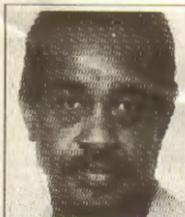
Including the three recertified stewards, 10 of those signing off sailed in the deep sea division, four navigated the inland waterways, one plied the Great Lakes and one shipped in the Atlantic Fishermen's division.

Seven of the retirees sailed in the deck department, while five worked in the engine department and four were members of the steward department.

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

DEEP SEA

ABRAHAM B. ABAS, 66, began sailing with the Seafarers in 1969 from the port of New York. Born in Singapore, he sailed in the engine department and upgraded his skills at the Lundeberg School in Piney Point, Md. Brother Abas last sailed in 1987 aboard the *Manhattan*, operated by Manhattan Tankers. He makes his home in Seattle.



TOBE DANSLEY, 62, graduated from the Andrew Furuseth Training School in 1959 and

joined the SIU in the port of Mobile, Ala. A native of Alabama, he sailed in the steward department and upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1985. Brother Dansley last sailed aboard the *Petersburg*, a Bay Ship Management vessel. He has retired to Mobile.

EDWARD M. DORUTH, 71, joined the Seafarers in 1966 in the port of New York. During his career, he sailed primarily in the deck department and was active in union organizing drives. The Illinois native served in the U.S. Army from 1945 to 1946. Brother Doruth worked primarily aboard Sea-Land Service vessels. He makes his home in Brooklyn, N.Y.

CHARLIE E. DURDEN, 62, started his career with the SIU in 1961 in the port of New Orleans aboard the *Cities Service*



Miami. Born in Georgia, he sailed in the engine department and upgraded frequently at the Lundeberg School. Prior to his retirement, he signed off the

Overseas Vivian, a Vivian Tankships vessel. Brother Durden has retired to Bayou LaBatre, Ala. From 1953 to 1957, he served in the U.S. Marine Corps.

EZEKIEL M. HAGGER, 63, began sailing with the Seafarers in 1967 from the port of Houston. A native of Louisiana, he sailed in the steward department and upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1984. He also attended an educational conference there in 1970. Brother Hagger's last voyage was aboard the *Champion*, operated by Kirby Tankship in 1995. He makes his home in Port Arthur, Texas.



GEORGE E. HOOPES, 57, graduated from the Andrew Furuseth Training School in 1962 and

joined the SIU in the port of Philadelphia. The Pennsylvania native sailed in the engine department and upgraded at the Lundeberg School. Brother Hoopes last signed off the *Sea-Land Liberator* and calls Santa Rosa, Calif. home.

CHENG HUAN, 66, first sailed with the SIU in 1986 from the port of Honolulu. Born in China, he sailed in the engine department. Brother Huan worked primarily aboard American Hawaii Cruise vessels, last sailing aboard the *Independence*. He makes his home in Kauai, Hawaii.

NEVILLE JOHNSON, 58, graduated from the Andrew Furuseth Training School in 1969 and



joined the Seafarers in the port of San Francisco. Born in Louisiana, he sailed in the steward department and upgraded at the Lundeberg School, where he graduated from the steward recertification program in 1981. Brother Johnson last signed off the *Steven L. Bennett*, operated by InterOcean Uglund Management. He has retired to Pass Christian, Miss.



WILLIAM T. RUST JR., 50, started his career with the SIU in 1973 in the port of Norfolk, Va., sailing aboard inland vessels.

The Virginia native later transferred to the deep sea division. He worked in the steward department and upgraded at the Lundeberg School. Brother Rust last sailed aboard the *Green Island*, a Waterman Steamship Corp. vessel. He calls Norfolk home.

JUAN B. TORO, 65, joined the Seafarers in 1970 in the port of New York. During his career, he sailed in all three departments and upgraded his skills at the

Lundeberg School. A native of Puerto Rico, he last signed off the *Sea-Land Innovation*. Brother Toro makes his home in Union City, N.J.

INLAND

WELLBORN H. CHAMPION, 52, started his career with the Seafarers in 1979 in the port of Wilmington, Calif. Born in Georgia, he sailed in the deck department and upgraded his skills at the Lundeberg School, where he graduated from the tow-boat operator scholarship program in 1981. Boatman Champion last sailed aboard a Crowley Towing & Transportation vessel. He has retired to Los Angeles.



GERARD T. CIFARELLI, 59, started his career with the Seafarers in 1970 in the port of

Baltimore. The New Jersey native worked in the deck department, last sailing as a captain aboard the *Britannia*, operated by McAllister Towing Company. Boatman Cifarelli has retired to Baltimore.

GEORGE E. NOBLE, 62, began sailing with the SIU in 1961 from the port of Norfolk, Va. Starting out in the deck department, he later transferred to the engine department, most recently as a chief engineer. The Virginia native served in the U.S. Coast Guard from 1956 to 1960. Boatman Noble last sailed aboard a McAllister Towing Co. vessel. He has retired to Chesapeake, Va.

JOHN E. SOUTHARD, 63, joined the Seafarers in 1961 in the port of Philadelphia. Starting out as a deckhand, he upgraded at the Lundeberg School, last sailing as a captain. From 1958 to 1960, he served in the U.S. Army. Boatman Southard signed off a Moran Towing vessel in 1987 and makes his home in Medford, N.J.

GREAT LAKES



JOHN M. INGRATTA, 62, first sailed with the Seafarers in 1956. A native of Illinois, he worked in the deck department, most recently sailing aboard a Great Lakes Towing Co. vessel. From 1958 to 1960, he served in the U.S. Army. Brother Ingratta has retired to Calumet City, Ill.

ATLANTIC FISHERMEN

EMILE SPINOLA, 64, started his career with the Atlantic Fishermen's Union in 1961, before it merged with the AGLI-WD in 1981. Brother Spinola worked as a captain, last sailing aboard the *St. Mary*. Brother Spinola makes his home in Gloucester, Mass.

SIU Ships Honored for 1997 Rescues

Six SIU-crewed vessels last month received 1997 "Ship Safety Achievement Awards" in a yearly event in New Orleans jointly sponsored by the Chamber of Shipping of America and the National Safety Council's Marine Section.

Crowley's *Sea Wolf*, Energy Transportation Corporation's *LNG Virgo*, Sheridan Transportation's *ITB Philadelphia*, and three Sea-Land ships—the *Discovery*, *Navigator* and *Trader*—garnered awards, the purpose of which is "to publicly recognize and encourage accident reduction efforts by the various maritime industry segments," according to the sponsors.

The safety awards are given to vessels "that have performed outstanding feats of heroism, rescue at sea, or seamanship illustrative of the high safety standards in our nation's fleet," they added.

The *Sea Wolf* overcame very rough weather to rescue six people from a disabled sailboat 280 miles off the coast of Cape Hatteras, N.C. on April 2, 1997. U.S. Coast Guard officials had described the rescue as "nearly impossible" due to the gale force winds, heavy rains and raging seas.

Coincidentally, the same approximate area was the site of a July 31, 1997 rescue by the *ITB Philadelphia*. That vessel saved four people from a

life raft whose fishing vessel sank about 60 miles off the coast.

Alertness, training and quick actions helped enable the *Sea-Land Navigator* to rescue 12 survivors from a life raft who had abandoned their ship off the coast of Ulsan, South Korea on August 2.

That same day, about 300 miles from Long Beach, Calif., a speedy response also proved vital on the *Sea-Land Discovery*, where crew members safely removed an injured officer from a tank. The officer then was evacuated to a Southern California hospital.

The *LNG Virgo* concluded the year by rescuing 18 people from a disabled, adrift ferry in the Celebes Sea. On December 26, the *Virgo* first picked up two people who had used a makeshift wooden raft in an attempt to secure help, but instead were swept 120 miles out to sea. The SIU-crewed tanker then rescued the 16 other people still on board the ferry.

Meanwhile, crew members aboard the *Sea-Land Trader* put their firefighting training to good use as they quickly extinguished a shipboard blaze on September 26. No one was injured in the incident, which occurred while the ship was about 500 miles east of Japan. The captain praised all hands for their efficient, professional response.

Labor CALENDAR



July

3 Feminist and labor activist Charlotte Perkins Gilman's birthday, in 1860. Her landmark study, *Women and Economics*, called for the financial independence for women and proposed a network of child care centers.

5 The National Labor Relations Act, or Wagner Act, was signed into law in 1935. The act, which stated that collective bargaining was in the national interest, led to significant gains in union organizing. The act also established the Na-

tional Labor Relations Board to administer union representation elections, define employers' unfair labor practices, and enforce the legal rights of employees to join unions.

5 This day became known as "Bloody Thursday" in San Francisco when in 1934 the city's mayor called out the police in an effort to hold off a strike by longshoremen. The longshoremen were angered by employer practices, among them hiring that perpetuated blacklisting and favoritism. At least two died and a hundred were injured. Workers responded with a general strike, which prompted arbitration, winning longshoremen many of their demands.

6 In 1933, delegates from four unions formed the National Leather Workers Association.

6 In 1892, striking workers battled "Pinkertons"—hired detectives who were predecessors to today's

unionbusters—trying to get into the Carnegie Steel Works in Homestead, Pa. by way of a Monongahela River barge.

8 Labor organizer Ella Reeve Bloor was born in 1862. Among her activities were investigating child labor in glass factories and mines and going undercover to verify for federal investigators the conditions Upton Sinclair revealed in *The Jungle*, his expose of immigrants' exploitation by Chicago meatpackers.

19 A two-day women's rights convention began in Seneca Falls, N.Y. in 1848. Some 260 women attended the meeting to discuss their social, civil, and religious rights, including the right to work for a living and collect their own wages.

29 In 1970, the United Farm Workers forced grape growers to sign a contract after a five-year strike.

Final Departures

DEEP SEA

HARRY ABRAHAMS



Pensioner Harry Abrahams, 72, passed away March 3. Brother Abrahams began sailing with the Seafarers in 1966 from the port of San Francisco aboard the *Fairport*, a Waterman Steamship Corp. vessel. Born in New York, he worked in the deck department and last signed off the *Sea-Land Defender* in 1987. From 1943 to 1946, he served in the U.S. Navy. A resident of Mill Valley, Calif., he began receiving his pension in July 1990.

EDWIN D. BAKER



Edwin D. Baker, 58, died of a heart attack on January 22 while aboard the *Grand Canyon State*. Born in California, he joined the SIU in 1997 in the port of San Francisco. A resident of Vallejo, Calif., Brother Baker worked in the deck department.

JIMMY CHENG

Pensioner Jimmy Cheng, 85, passed away February 11. He started his career with the Marine Cooks & Stewards (MC&S) in 1945, 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 was a resident of San Francisco. Brother Cheng started receiving his pension in April 1975.

RALPH W. DAMRON



Ralph W. Damron, 42, died April 10. A native of Michigan, he began sailing with the Seafarers aboard inland vessels in 1979 from Port Arthur, Texas and later transferred to the deep sea division. Brother Damron worked in the deck department and upgraded at the Lundeberg School in Piney Point, Md. A resident of Groves, Texas, he last sailed in 1993 aboard the *Golden Monarch*, operated by Westchester Marine.

MICHAEL J. DYKEMA



Michael J. Dykema, 28, passed away April 22. Born in Michigan, he graduated from the Lundeberg School's entry level training program in 1989 and joined the SIU in the port of Piney Point, Md. His first ship was the *S.S. Independence*, operated by American Hawaii Cruises. Brother Dykema sailed in the deck department and upgraded at the Lundeberg School. He was a resident of Zephyrhills, Fla.

RAYMOND R. EISENMAN

Pensioner Raymond R. Eisenman, 82, died April 16. He started his career with the Seafarers in 1961 working aboard Great Lakes vessels. The Wisconsin native later transferred to the deep sea division, at which time he was a member of the engine department. He last sailed in 1978 aboard the *Mohawk* and began receiving his pension in November

1980. He was a veteran of World War II, having served in the U.S. Army Air Force from 1942 to 1945. Brother Eisenman lived in Houston.

HARRY L. HUFFMAN



Harry L. Huffman, 54, passed away March 6. Brother Huffman began sailing with the Seafarers in 1962 from the port of San Francisco. His first ship was the *Jefferson City Victory*. The New Jersey native sailed as a member of the deck department. He was a resident of Tacoma, Wash.

DOMINADOR Z. LUTERO



Pensioner Dominador Z. Lutero, 83, passed away April 7. Born in the Philippines, he joined the SIU in 1949 in the port of Tampa, Fla. During his career, he sailed in the steward department and was active in union organizing drives. Brother Lutero started receiving his pension in August 1985. He was a resident of Stockton, Calif.

FERNANDO MALDONADO



Pensioner Fernando Maldonado, 73, passed away April 12. He joined the SIU in 1966 in the port of New York. Born in Puerto Rico, he sailed in the steward department and upgraded at the Lundeberg School. A resident of Fajardo, P.R., Brother Maldonado retired in February 1994.

ALOEA M. MALUIA



Pensioner Aloea M. Maluia, 58, died March 5. Born in American Samoa, he graduated from the MC&S training school in 1962 and joined the MC&S in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Maluia was a resident of Pacifica, Calif. and began receiving his pension in November 1982.

JAMES E. MCKEE

Pensioner James E. McKee, 82, passed away December 18, 1997. Brother McKee started his career with the Seafarers in 1954 in the port of Seattle. His first ship was the *Andrew Jackson*, a Waterman Steamship Corp. vessel. During his career, the Washington native worked in all three departments, last sailing in the engine department. He was a veteran of World War II, having served in the U.S. Army from 1941 to 1943. Brother McKee, who lived in Federal Way, Wash., retired in December 1980.

JOHN M. McLAURIN

John M. McLaurin, 37, died March 30. Born in Baltimore, he graduated from the Lundeberg School's entry level training program in 1980 and joined the SIU in the port of Piney Point, Md. His first ship was the *Sea-Land Pacer*. Brother McLaurin sailed in the deck department and upgraded his skills at the Lundeberg School. He was a resident of Baltimore.

JOUNG Q. MOY

Pensioner Joung Q. Moy, 95, passed away January 18. Brother Moy first sailed with the MC&S in 1945, before that union merged with the SIU's AGLIWD. A resident of San Francisco, he started receiving his pension in November 1966.

FREDERICK W. NEIL



Pensioner Frederick W. Neil, 75, died March 11. A native of Florida, he joined the Seafarers in 1970 in the port of New York. Brother Neil sailed as a member of the engine department and retired in August 1987. He was a resident of Gainesville, Fla.

CHARLES B. PARKS

Charles B. Parks, 41, passed away February 24. He first sailed with the SIU in 1978 aboard the *Merrimac*, operated by Ogden Marine. The Michigan native sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification program in 1993. Brother Parks was a resident of Portsmouth, Va. From 1974 to 1977, he served in the U.S. Navy.

WALLY T. PONCIO



Pensioner Wally T. Poncio, 80, died March 1. Born in Texas, he began sailing with the Seafarers in 1960 from the port of Houston aboard the *Galloway*. The engine department member last sailed in 1978 aboard the *Connecticut*, a Connecticut Transport Co. vessel. Brother Poncio, who resided in Houston, began receiving his pension in August 1982.

THOMAS A. REYNOLDS



Pensioner Thomas A. Reynolds, 69, passed away March 2. Brother Reynolds started his career with the SIU in 1964 in the port of Houston. His first ship was the *Del Oro*, operated by Delta Steamship Co. The Texas native worked in the deck department, last sailing in 1991 aboard the *USNS Denebola*, a Bay Ship Management vessel. From 1946 to 1956, he served in the U.S. Army. Brother Reynolds was a resident of Houston. He retired in December 1993.

DELOS SNEAD



Pensioner Delos Snead, 81, died April 6. A native of Virginia, he joined the Seafarers in 1955 in the port of Baltimore. Brother Snead sailed as a member of the steward department. A resident of Chesapeake, Va., he began receiving his pension in May 1982.

CALVIN B. STEWARD

Pensioner Calvin B. Steward, 82, passed away January 12. Born in Canada, he began sailing with the SIU in 1967 aboard the *Seatrains Texas*. He worked in the engine department and attended an educa-



PEDRO SUAREZ



Pensioner Pedro Suarez, 82, died February 3. Brother Suarez joined the Seafarers in 1948 in the port of New York. A native of Spain, he sailed in the steward department and began receiving his pension in March 1977. He was a resident of La Coruna, Spain.

AARON L. THIBODEAUX

Aaron L. Thibodeaux, 43, passed away March 25. He graduated from the Lundeberg School's entry level training program in 1974 and joined the SIU in the port of Piney Point, Md. His first ship was the *Bradford Island*. Starting out in the steward department, the Louisiana native later transferred to the deck department and upgraded at the Lundeberg School. Brother Thibodeaux was a resident of New Orleans.

MARNEEN B. TIERNEY

Marneen B. Tierney, 49, died January 18. A native of California, she started her career with the Seafarers in 1996. Sister Tierney sailed primarily on American Hawaii Cruise vessels as a member of the steward department. She was a resident of Honolulu.

LEONARD R. TITTLE

Leonard R. Tittle, 50, passed away February 23. A resident of Honolulu, Brother Tittle began sailing with the SIU in 1986. He worked in the engine department as an electrician, last sailing in 1992 aboard the *Salernum*, operated by Transoceanic Cable Ship Co.

ALBERT J. VAN DYKE



Pensioner Albert J. Van Dyke, 81, died March 31. Born in Pennsylvania, he joined the Seafarers in 1946 in the port of Mobile, Ala. He sailed in the deck department and began receiving his pension in November 1987. Brother Van Dyke was a resident of Seattle.

ROBERT L. WELLS



Pensioner Robert L. Wells, 80, died March 19. A native of Florida, he joined the Seafarers in 1947 in the port of Mobile, Ala. Brother Wells worked as a chief steward, last sailing aboard the *Pride of Texas*, operated by Titan Navigation. A resident of Bayou LaBatre, Ala., he began receiving his pension in June 1982. During World War II, he served in the U.S. Army from 1943 to 1945.

RONALD R. WELLS

Pensioner Ronald R. Wells, 84, passed away March 18. He began his career with the SIU in 1961 from the port of Jacksonville, Fla. Brother



WILLIAM M. WHITE



Pensioner William M. White, 84, passed away December 17, 1997. Brother White started his career with the SIU in 1956 in the port of San Francisco. A native of Kansas, he worked in the deck department, last sailing in 1977 aboard the *Pennsylvania*, an Alpin Steamship Co. vessel. He was a resident of Oakland, Calif. and retired in June 1983.

INLAND

DAVID J. DOMANGUE

David J. Domangue, 41, passed away March 30. A native of Louisiana, he began his career with the Seafarers in 1974 from the port of New Orleans. The deck department member upgraded at the Lundeberg School and graduated from the towboat operator program there in 1977. Boatman Domangue last sailed in 1992 aboard an Allied Towing Co. vessel. He was a resident of Sugarloaf, Calif.

LAWRENCE C. FRANCIS



Pensioner Lawrence C. Francis, 69, died April 24. Boatman Francis joined the SIU in 1963 in Port Arthur, Texas. The Texas native sailed as a chief engineer and began receiving his pension in June 1989. He was a resident of Jasper, Texas.

JAMES R. KELLY



Pensioner James R. Kelly, 68, passed away April 12. He joined the Seafarers in 1961 in the port of Norfolk, Va. Boatman Kelly sailed as a tugboat captain, primarily aboard vessels operated by Curtis Bay Towing Co. The West Virginia native served in the U.S. Army from 1946 to 1947. A resident of Chesapeake, Va., he retired in April 1988.

STANLEY C. KUPNICKI



Pensioner Stanley C. Kupnicki, 88, died April 19. Boatman Kupnicki joined the Seafarers in 1955 in the port of Baltimore. A native of Pennsylvania, he last sailed in the deck department as a mate. A resident of Baltimore, he began receiving his pension in October 1974.

EDWARD T. LAIRD

Edward T. Laird, 57, passed away October 18, 1997. He graduated

Continued on page 21

Digest of Shipboard Union Meetings

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

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

HMI ASTRACHEM (Hvide Marine), February 2—Chairman Tom Banks. Chairman noted training record book (TRB) applications available through bosun. Deadline for getting books is August 1. Hvide Marine announced *HMI Astrachem* leads entire fleet with NO lost time due to accidents. It also has highest safety record. This directly reflects on professionalism of officers and crew. Crew members requested union send out annual statements on status of money purchase pension plan accounts. No beefs or disputed OT reported. Request made to change Welfare Plan to cover prescriptions for dependents. New mattresses needed for rooms and new reefer needed in galley. Also, ice machines require maintenance. Vote of thanks to fine steward department, led by Chief Steward Luis Escobar.

GALVESTON BAY (Sea-Land Service), April 12—Chairman James E. Davis, Secretary Andrew Hagan, Educational Director Miguel Rivera, Deck Delegate Albert Balatico, Engine Delegate Robert Laidler, Steward Delegate Kenneth Bethea. Chairman briefed crew on shipping rules and travel arrangements regarding upcoming layup in Bremerhaven, Germany shipyard. Educational director reminded crew members to upgrade at Lundeberg School in Piney Point, Md. and to apply for TRBs by August 1 deadline. He also stressed importance of donating to SPAD for job security. No beefs or disputed OT reported. Vote of thanks given to steward department for great food and keeping ship in top condition.

LIBERTY SEA (Liberty Maritime Corp.), April 5—Chairman John Neff, Secretary Ray Connelly, Educational Director Nathaniel Gatens, Deck Delegate Omaha Redda, Engine Delegate Terrence Ford, Steward Delegate P. R. Mena. Discussion held regarding garbage control aboard ship. Educational director advised members to continue upgrading skills at Paul Hall Maritime Center. Treasurer announced \$70 in ship's fund. It was recommended that a list be started of possible movies to purchase. Some questions raised regarding OT in engine and stew-

ard departments. Otherwise, no beefs. Job well done by all crew members, especially by steward department and Chief Cook Mena. Steward Ray Connolly presented with award for job well done by Bosun Neff.

MAERSK TENNESSEE (Maersk Lines), April 19—Chairman Mauro De La Cerda, Secretary John Q. Lee, Educational Director Scott E. Speedy. Crew reported room ice machines need larger transformers to work properly. Treasurer announced \$716 in ship's fund. No beefs or disputed OT reported. Members look forward to meeting with patrolman at payoff in Miami.

SEA-LAND EXPRESS (Sea-Land Service), April 26—Chairman Mark L. Lamar, Secretary Mike Meany, Educational Director Herman Manzer. Chairman stated trip has been very good to date, with great crew, food and steward department. Secretary echoed those sentiments, thanking crew for enjoyable trip. He also expressed pleasure with new steward assistant, Joan Riley, and to professional job performed by chief cook. Educational director reminded crew members to advance skills at Paul Hall Center. Deck delegate reported disputed OT. No beefs or disputed OT reported by engine or steward delegates. Old exercise machines in crew gym are broken and need to be replaced.

SEA-LAND NAVIGATOR (Sea-Land Service), April 26—Chairman Edward M. Cain, Secretary Lynn N. McCluskey, Educational Director Mark Serlis, Deck Delegate Walter Price, Engine Delegate J. Spranza, Steward Delegate J.P. Manandic. Chairman read president's report from *Seafarers LOG*. Secretary noted smooth trip with good crew on board and working well together. Educational director advised all members to obtain TRBs and to continue upgrading to hone skills at Paul Hall Center to further their careers. Treasurer announced \$40 in ship's fund. No beefs or disputed OT reported. Communications read from headquarters advising all ships' masters to enforce "no smoking" in crew lounge and messhalls. Vote of thanks given to steward department for job well done. Next payoff scheduled in Tacoma, Wash.

CLEVELAND (Sealift, Inc.), May 6—Chairman Fareed A. Khan, Secretary Miguel E. Vinca, Educational Director Dennis Swords, Deck Delegate David J. Garoutte, Engine Delegate Davon McMillan, Steward Delegate Donald Sneed. Chairman thanked everyone for job well done. Secretary stated payoff to be held following room inspection by master and patrolman. Educational director stressed importance of upgrading skills in Piney Point. Some disputed OT reported by deck delegate. No beefs or disputed OT reported in steward or

engine departments. Clarification of contract requested regarding delayed sailing, restriction to ship, and longshore and penalty rates. Crew reported concern about starboard gangway ladder. Vote of thanks to steward department for fine job. Next port: Houston, Texas.

COAST RANGE (Crowley Petroleum Transport), May 31—Chairman John Mossbarger, Secretary Hans F. Schmuck, Educational Director Alex Resendez III, Deck Delegate Jeff B. Turkus, Engine Delegate Giuseppe Ciciulla, Steward Delegate Richard Walker. Chairman received clarification on new contract. He also reminded crew about necessity of getting TRBs by August 1 deadline. Educational director told crew of opportunities available at Paul Hall Center. No beefs or disputed OT reported. Request made for new mattresses. Vote of thanks given for steward department's great job and for the 2,307 meals served during month of May. Next ports: Long Beach and San Francisco, Calif.

GALVESTON BAY (Sea-Land Service), May 23—Chairman James E. Davis, Secretary Andrew Hagan, Educational Director Miguel Rivera, Deck Delegate Albert Balatico, Engine Delegate Rashid Ali, Steward Delegate Kenneth Bethea. Vessel has just come out of two weeks in shipyard. Chairman informed members about Family and Medical Leave Act of 1993. Educational director urged members to upgrade skills for better paying jobs. He also advised them of August 1 deadline for TRBs. Some disputed OT reported by deck delegate. None reported in engine or steward departments. Ice machine in need of repair and new vacuum cleaner requested. While ship was in Bremerhaven, Germany shipyard, cookout was held at local seaman's club. A life ring signed by ship's crew members was given to club. Next port: Charleston, S.C.

HMI DEFENDER (Hvide Marine), May 30—Chairman Robert Coleman, Secretary Kim DeWitt. Chairman announced upcoming payoff in Tampa. New dryer is expected within 30 days. Educational director covered number of topics, including upgrading at Lundeberg School, importance of contributing to SPAD and need to keep abreast of union policies. He also noted August 1 is deadline for TRBs. Steward delegate stated one-hour notice must be given for early meals. Requests made for new furniture in crew lounge and additional movies on board.

HMI PETRACHEM (Hvide Marine), May 17—Chairman Kenneth McLamb, Secretary Colleen Mast, Deck Delegate John Cook, Engine Delegate Mark Roman, Steward Delegate Leicy M. Jones. Chairman announced receipt of update on z-cards' expiration dates. Members should be sure to check expiration date on back of card and renew if necessary. He stated payoff will probably be in Houston at end of month. Secretary noted he has all necessary forms and applications for medical claims, Piney Point, etc. Educational director reminded members to take advantage of Lundeberg School to increase job skills and security. No beefs or disputed OT reported. Suggestion made for everyone to read president's report on page 2 in *Seafarers LOG* regarding bill being

submitted to Congress that affects all Seafarers. Crew members should check with Houston patrolman to see how they can help. Discussion held about next tank-cleaning job, which will be a big one. Steward department thanked for keeping ship so clean. Everyone was asked to try and help maintain it.

SEA-LAND ENTERPRISE (Sea-Land Service), May 7—Chairman Elex Cary Jr., Secretary J. Roman Jr., Educational Director Richard W. Risbeck. Educational director encouraged members to upgrade at Paul Hall Center and donate to SPAD. He also asked that everyone respect "no smoking" policy. Secretary urged mem-

working crew. Educational director reminded members to upgrade at Piney Point, stressing that education is key to future success. Suggestion made that hazardous pay for helo ops should be part of future contract negotiations. It will be brought to attention of contracts department. Several complaints voiced regarding lack of movies, books and gym equipment and that EPA adjustments are past due. Vote of thanks given to steward department for great food. Next port: Baltimore.

LNG ARIES (Energy Transportation Corp.), June 7—Chairman Rafael M. Pereira, Secretary Doyle E. Cornelius, Educational Director Rene R.

Spirit Pays Off



During a recent payoff in Elizabeth, N.J., crew members aboard the *Sea-Land Spirit* join Patrolman Jack Caffey Jr. (standing far right) for a group picture. They include (from left, kneeling) Electrician Mohamad Alsinai, SA Eugene Perez Jr., AB Erving Davis, (second row) AB Joseph Dallas, AB Mitchell Santana, Bosun Ralph Gibbs, Caffey and (back row) OMU Ken Harder.

bers to apply for TRB. Deadline is August 1. No beefs or disputed OT reported. Crew requested letter of clarification regarding sea watches. Steward department thanked for good food and good trip. Next ports: Oakland, Calif.; Honolulu; and Guam.

USNS STALWART (Maersk Line), May 19—Chairman Kenneth Boone, Secretary John Neal, Deck Delegate Tyrone Jackson, Engine Delegate Clarence Ritchie, Steward Delegate Myron Spivey. Chairman thanked steward department for excellent food throughout trip. He also talked about new Maersk Line RO/ROs and urged members to donate funds to SPAD to promote a strong U.S. merchant marine. Secretary reported one washer and one dryer out of service. Both should be repaired or replaced while ship in Panama. Educational director strongly urged crew members to take advantage of upgrading facilities at Paul Hall Center. Treasurer Tom Bowman announced \$88 in ship's fund. New movies are expected to arrive in Panama. Communications from headquarters read. Contracts department thanked for quick response to question raised in last minutes regarding STCW. No beefs or disputed OT reported. Next ports: Panama and Norfolk, Va.

WRIGHT (American Overseas Marine), May 11—Chairman Mike Proveaux, Secretary L. Oram, Educational Director C. Wharton, Deck Delegate James Blanchard, Engine Delegate Mike D'Angelo, Steward Delegate Debra Gardiner. Chairman thanked hard

Rosario, Deck Delegate Stephen Votta, Engine Delegate Riley Donahue, Steward Delegate Judith L. Chester. Captain Hoffmann attended beginning of meeting and thanked everyone for job well done. Chairman echoed sentiments of thanks and reminded crew members to leave rooms clean when disembarking in shipyard. Secretary thanked chief cook and all three SAs for good work. Educational director stressed importance of applying to Paul Hall Center for upgrading programs. Treasurer announced \$337 in ship's fund. No beefs reported. Disputed OT in steward department settled to everyone's satisfaction. Members were advised to check z-cards and renew before they expire.

OVERSEAS JOYCE (Maritime Overseas), June 5—Chairman Richard Bradford, Secretary Michael Gramer, Educational Director James R. Smart. Chairman advised crew of arrival in Portland, Ore. on June 6 with payoff upon arrival. Educational director spoke about importance of upgrading skills at Lundeberg School. No beefs or disputed OT reported. *Seafarers LOG* distributed and discussion held regarding union issues. Motion made and seconded that if company can afford to pay mates and engineers to perform routine maintenance overtime at a respectable rate, then company should be able to afford pay raises for unlicensed crew. Vessel next heading for Toyohashi, Japan.

Personal

ROBERT CALVIN PRITCHETT

Anyone knowing the whereabouts of Robert Calvin Pritchett is asked to please contact Mildred Haynes at (334) 479-5260 or Junja Johnson at (334) 452-2684.

All Seafarers Must Have TRBs By August 1

WHEN: As of August 1, 1998, every Seafarer who sails deep sea, inland or Great Lakes should have a training record book (TRB).

WHAT: TRBs contain personal identification as well as list all relevant training, drills and exercises completed by individual Seafarers during their entire maritime career. It helps standardize proof of documentation for port state control under both the International Safety Management Code (ISM) and the 1995 amendments to the International Convention on Standards of Training, Certification and Watchkeeping for mariners (STCW).

WHY: The TRB is a member's personal property and is to be carried by the individual to his or her respective ships. The SIU is providing these books so mem-

bers will not have to carry individual documents, certificates and other paperwork when they report to their vessels.

HOW: TRBs are distributed via SIU halls and the Paul Hall Center to whichever port is designated by an individual Seafarer as his or her home port. Members will sign a receipt indicating they have received the booklet. Original TRBs are issued at **NO CHARGE** to members, although Seafarers applying for the booklets must send two color, passport-size photos with their applications. (There is a \$25 charge for replacement books if lost). All members who have not submitted an application should do so as soon as possible. (The application form at right may be cut out and used as an official application.)

Tacoma Shoregang Members Recognized



Certificates of recognition were presented in March to six shoregang members for their dedicated service to Sea-Land in excess of 10 years each. The certificates were presented by Rick Satava Sr., vessel superintendent, to (from left) Ronnie Woodruff (10 years), Ken Kramlich (10 years), Tom Kelton (11 years), Jim Dandy (12 years) and Vern Poulsen (13 years). Not shown is Ole Poulsen (10 years.)

Plan Your Piney Point Vacation Now

A fun-filled, memorable vacation for the entire family does not have to be expensive, especially for Seafarers who have access to a beautiful facility with all the amenities of a fine resort—the Paul Hall Center in Piney Point, Md.

There is still time for Seafarers and their families to plan their own special holiday at the union facility.

The cost is \$40.40 per day for each SIU member and \$9.45 per day for a spouse and for each child. (There is no charge for children 11 years of age or younger.) These prices include all meals.

Housing the nation's largest training facility for deep sea and Great Lakes unlicensed mariners as well as inland waterways boatmen, the Paul Hall Center is composed of administrative and educational buildings, a library and maritime museum and a six-story training and recreation center on more than 60 acres of waterfront property. A number of the rooms

in the training and recreation center are set aside during the summer months for vacationing SIU members and their families.

Each room contains two double beds, color TV, bureaus, desks and a table with chairs. On the premises are an Olympic-size swimming pool, outdoor tennis and basketball courts, a state-of-the-art health spa and plenty of space for peaceful walks or jogs on the beautifully landscaped grounds.

This peaceful setting provides many opportunities for water and land-based expeditions. The center even has a marina where vacationers can take a boat out for the day to sail around the region or look for a good fishing spot.

Entertaining day trips throughout historic southern Maryland and the Washington, D.C. metropolitan area can quickly fill up any vacation time.

To create your own unique vacation this summer, call the Seafarers Training & Recreation Center at (301) 994-0010.

Training Record Book Application

Name _____
 Date of Birth _____ Last _____ First _____ Middle _____ SSN _____
 Home Phone Number _____
 Address _____
 Street _____
 City _____ State _____ Zip Code _____
 Height (inches) _____ Weight _____ Hair Color _____ Eye Color _____

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

Have you ever attended any SHLSS Upgrading Courses? Yes No

Book Number _____ Home Port _____ Department _____
(where you want book sent to)

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

1. Copy of USMMD (Z-card) front and back
2. Two (2) passport size photos
3. Copy of your STCW certificate (if applicable)
4. Copy of your SHLSS school card (if applicable)
5. Proof of any training received other than at SHLSS (certificates, cards, DD-214, etc.) (if applicable)

Signature: _____ Date _____

Send application to:
 SHLSS - ADMISSIONS
 Attn: TRB
 P.O. Box 75
 Piney Point, MD 20674 → or give completed application to port agent

If the above application is not filled out completely and the requested information sent, the application will be considered invalid and void. This blank form may be copied. 7/98

Crane Dept. Hoists Money-Saving Solution Refurbishment Helps Keep Sea-Land Terminal on Schedule

More than a year after members of the Sea-Land crane maintenance department in Elizabeth, N.J. redesigned and relocated everything on the headblocks of the company's six cranes, smooth operations continue at the busy container port.

One might call it a case of no news being good news.

But there had been plenty of concern when Sea-Land first realized it needed to raise the cranes in order to accommodate its own Champion-class ships as well as Macrsk's M-class vessels. Re-routing them to a different port literally would have cost the company millions of dollars per year.

Sea-Land initially decided to build new trolleys and headblocks for three or four of the six cranes, thereby enabling the spreader to go six feet higher. However, it became apparent that such a tack not only would be costly, but also would mean diverting the vessels for many months.

Crane maintenance members, including Seafarers and members of the Marine Engineers' Beneficial Association, then developed an alternative. They redesigned and relocated everything on the headblock of each of the six cranes, but without changing the trolley.

This gained the needed height increase in time to avoid re-routing the ships—and it did so at about one-twentieth the cost of the original plan.

A Sea-Land spokesperson described the operation as "nothing short of fantastic" and praised all involved for their "innovation and initiative." He also noted the major cost savings involved, plus the fact that service continued without any disruption.



A team effort by the crane maintenance engineers and others saved big bucks for Sea-Land. Helping get the job done were (from left) Paul Keffer, Frank Monteiro, Art Omdahl, Vinny Carrao, Doug Jimenez, Kevin Murphy, Joseph Negrón and Abraham Alfaro.



Above: The refurbished setup gained much-needed space that allows crane department members to work Champion- and M-class containerships.

Left: CME Joseph Negrón assisted with redesign of the headblock. "It was a dirty job," he said with a laugh.



Prisco and Doug Jimenez; and Supervisors Jim Nightingale and Kevin Murphy.

Supervisors, engineers and CMEs all contributed to the successful conversion of the cranes. Pictured here are CMEs Pete Fried, Abraham Alfaro, Vinny Carrao, Art Omdahl, Louis Nieves and Lenny Steinhardt; Engineers Charlie

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.)

Thanks to SIU for Article on Class Project

On behalf of the survivors of the Class of 1942 of the U.S. Merchant Marine Academy, I wish to thank you for publishing the announcement of the availability of our recently completed history project to CD-ROM technology (see May 1998 Seafarers LOG, page 20).

This CD gives us the opportunity of sharing with Seafarers the experiences of some of the officers—and possibly with the sons of some Seafarers who never had the opportunity to hear directly from their fathers the stories of life at sea in those difficult days.

Perhaps some of your members also would be interested in finding out more about U-boats and the role the SIU played in the war effort. They might want to check out the international web site devoted to "U-boat War 1939-1945" at <http://www.uboot.net>.

A.J. Snider III
Birmingham, Ala.

Best of Luck to VP George McCartney

We are three retired SIU brothers who would like to give our

thanks to Vice President George McCartney for a job very well done, both as vice president and on the executive board of the SIU.

We send him our best wishes and good luck in his retirement.

Andrew H. Reasko, Retired
Recertified Chief Steward

Steve Krkovich, Retired
Chief Electrician

John Curlew, Retired
Recertified Bosun

Seafarers Scholarship Is Greatly Appreciated

I would like to take this opportunity to thank the Seafarers Welfare Plan for the letter of congratulations to my grandson, Gerard Quinn, for the scholarship he was awarded.

I would also like to thank the Board of Trustees of the scholarship program for selecting Gerard to receive this scholarship. Additionally, I would like to thank the Executive Board of the Seafarers International Union for making it possible for members and their families to pursue their academic dreams.

The scholarship is greatly appreciated and, once again, I thank you.

Peter Loik
Baltimore, Md.

Scholarship Winner Gives Credit to SIU

It was certainly a pleasure to have received a note of congratulations the other day regarding

my Seafarers scholarship award. I am very honored and thankful for your very personal attention on my behalf.

The scholarship is yet another great benefit of having been a part of the Seafarers International Union.

Fourteen years ago as a trainee, in my own cynical tendency, I asked myself: Why would the SIU include a third mate's education as part of its curriculum when the obvious next step for the successful candidate was to leave the SIU for a licensed union? It has long since become clear to me, however, that the SIU does indeed take a sincere interest in the pursuits and goals of its membership, even if it advocates saying "goodbye."

I do not wish to say goodbye to the SIU, but I foresee that day fast approaching. I credit the SIU with having given me the opportunity to live my dream, one I had harbored since childhood when my father first told me his "sea stories." I will always recall the invaluable experiences and memories at sea that shaped my life and taught me what no classroom could convey. I would not be where I am today without the SIU.

I want to thank President Michael Sacco, the entire SIU membership and its staff for their support and generosity. It is greatly appreciated and always will be. I only hope that wherever the winds of time take me, I can make all of you proud of your "old shipmate."

Keith W. Finnerty
Baltimore, Md.

Final Departures

Continued from page 18



from the MC&S training school in 1972 and joined the MC&S in the port of Seattle, before that union merged with the SIU's AGLIWD. The

Arkansas native later transferred to the inland division and sailed in the steward department, primarily aboard Crowley Towing & Transportation Co. vessels. Boatman Laird was a resident of Los Angeles.

STEPHEN M. PLASH



Pensioner Stephen M. Plash, 69, passed away October 6, 1997. He began sailing in the deep sea division in 1951 aboard the

Seatrain Havana. The Texas native later transferred to inland vessels and graduated from the towboat operator course at the Lundeberg School. Boatman Plash sailed primarily aboard G&H Towing vessels as a captain and last signed off the *F.E. Haden* in 1983. A resident of Santa Fe, Texas, he retired in July 1992.

CHARLES G. SHAW



Pensioner Charles G. Shaw, 79, died April 10. Boatman Shaw began his career with the Seafarers in 1967 from the port of Norfolk, Va.

The Virginia native sailed as a captain and began receiving his pension in October 1980. He was a resident of Sugar Hill, Ga.

CHARLES D. STOWE

Pensioner Charles D. Stowe, 72, passed away February 28. Born in North Carolina, he joined the SIU in 1966 in the port of Norfolk, Va. Boatman Stowe sailed as a captain, last working aboard McAllister Towing Co. vessels. A resident of Hatteras, N.C., he retired in January 1989. From 1943 to 1966, he served in the U.S. Coast Guard.

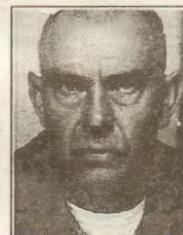
HAROLD E. WALL



Harold E. Wall, 38, died October 19, 1997. A native of Louisiana, he started his career with the Seafarers in 1984 in the port of New Orleans. Boatman Wall sailed as an engineer.

GREAT LAKES

JAMES A. GIBSON



Pensioner James A. Gibson, 79, passed away March 12. He began his career with the Seafarers in 1955 from the port of Detroit. The

Virginia native worked in the engine department, last sailing aboard a Kinsman Transport vessel. A resident of Rose Hill, Va., Brother Gibson began receiving his pension in April 1983.

ATLANTIC FISHERMEN

JOSEPH F. PALAZOLA

Pensioner Joseph F. Palazola, 84, passed away March 16. A native of Boston, he joined the Atlantic Fishermen's Union before it merged with the SIU in 1981. A resident of Gloucester, Mass., he began receiving his pension in January 1979.

Know Your Rights

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

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

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

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

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

CONTRACTS. Copies of all SIU contracts are available in all SIU halls. These contracts specify the wages and condi-

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

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

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

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

EQUAL RIGHTS. All members are guaranteed equal

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

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

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

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

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

Lundeberg School Graduating Classes



Trainee Lifeboat Class 576—Graduating from trainee lifeboat class 576 are (from left, kneeling) Christopher Burich, Nelson Martin, Mark McNabb, Mary Bado, Robert Rocanelli, Randy Diaz, Jesse Proetto, (second row) Ben Cusic (instructor), Michael Blue Jr., Kimberly Mendonca, Shaun Bonefont, Shannon Bonefont, Jack Drossos, (third row) John Conn, Keithen Pugh, Zachary Henning, Ryan Palmer, Antoine Robinson and Nathaniel Salter.



Tanker Assistant DL—SIU members completing the tanker assistant DL course on May 15 are (from left, front row, kneeling) Vincent D'Amelia, Wan Salim, Doyle Stanley, (second row, kneeling) Fahd Saleh, Gabriel Williams, Mark Stabler, Gary Hirsch, Joseph Welle III, Robert Pesulima, (third row) Jim Shaffer (instructor), Michael Hill, Leonard Bonarek, Douglas Felton, Stephen Harrington, Dawn Marie Hill, Thomas Minton, Harold Sebring, (fourth row) John Dunavant, Robert Goodson, Robert Hurysz, Thomas Parisi, James Doyle and Nathan Hollander.



FOWT—Earning their FOWT endorsements on June 12 are (from left, kneeling) Taylor Watson, Alex Bengel, (second row) Davon Brown, Daniel Ahsan, Ludivico Castillo, Dennis Middleton, (third row) Michael Davidson, Rodney Passapera, Michael Williams and Dwight Ward.



Celestial Navigation—The course in celestial navigation was completed May 29 by (from left) Joseph Butasek, Michael Smith, John Shivers and Marvin Chester. At right is their instructor, Brad Wheeler.



Tankerman Barge PIC—Completing the tankerman barge PIC course on May 15 are (from left, kneeling) Charles Rhett Davis, Ed Pace, Gary Reynolds, Steve Williams, (second row) Ben Cusic (instructor), Brian Fountain, John Walsh, Clark Petit, Harry Tooney and Richard Robinson.



Advanced Firefighting—Marking their graduation from the advanced firefighting course on May 1 are (from left, sitting) Jack Cooper, Richard Riley, Jose Quinones, Winston Thompson, Amy Rippel, Mary Lou Smith, (second row) Rick Redmond (instructor), Paul Diesner, Paul Jagger, Stephen Blanchard, Antonio Perez, Amir Kasim, (third row) Bruce Heath, John O'Shaughnessy, Frank Revette, Donald Peterson and Bryon O'Neal.



Upgraders Lifeboat—SIU members completing the upgraders lifeboat course on May 30 are (from left, kneeling) Ronnie Hamilton, Edward Jaynes, Edward O'Reilly, Arthur Gibbs, Noe Caballero, James Davis Jr., Tom Gilliland (instructor), (second row) Mark Witas, James Baker, Raymond Oglesby, Angel Figueroa, Kenneth Grose, Gregory Sampson, Phillip King and John Vegh III.



Upgraders Lifeboat—Upgrading graduates of the May 30 lifeboat class are (from left, kneeling) Ben Cusic (instructor), Ramli Sulaiman, Robby Lapy, (second row) Joseph Welle III, Humberto Lopez, Gregorio Clotter, Armando Sacasa and Dale Cramer.



Able Seaman—Seafarers graduating from the able seaman class on May 15 are (from left, sitting) Eimo Davis, Eric Overby, Clarence Fortt, (second row) Stephen Swinton, John Vegh III, Charles James, Joseph Riccio, Jose Calix and Tom Gilliland (instructor).



Government Vessels—Receiving their endorsements from the government vessels course in May are (from left, sitting) Joseph Laine, Gary Hirsch, Peter Westropp, Jose Calix, (second row) Ronald Lupinacci, John Walsh, Charles Rhett Davis, Charles Skeen, (third row) Mark Cates (instructor), Robert Goodson and Angel Figueroa.

LUNDEBERG SCHOOL 1998 UPGRADING COURSE SCHEDULE

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

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

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	September 21	October 30
Radar Observer/Unlimited	August 24 September 28 October 26	September 4 October 9 November 6
Third Mate	August 24	December 11

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	September 21	October 30
QMED - Any Rating	September 7	November 27
Basic Electronics	August 10	September 4
Marine Electrical Technician I	September 7	October 2
Third Assistant Engineer	September 21	December 11

Steward Upgrading Courses

Course	Start Dates Only
Galley Operations/Certified Chief Cook/Advanced Galley Operations/Chief Steward	August 10, August 24, September 7, September 21, October 5, October 19

Safety Specialty Courses

Course	Start Date	Date of Completion
Tanker Familiarization/Assistant (DL)	August 17 September 14 October 12	September 5 October 3 October 31
LNG Familiarization	October 26	October 30
Basic Firefighting	August 10 September 7 September 21 October 5	August 15 September 12 September 26 October 10
Advanced Firefighting	August 3 August 31 October 12	August 15 September 12 October 24
Government Vessels	August 10 September 7 October 5	August 28 September 25 October 22
Tankerman (PIC) Barge	September 28	October 2
Water Survival	August 10 September 7 October 5	August 22 September 19 October 17

Recertification Programs

Course	Start Date	Date of Completion
LNG Recertification (includes 2 weeks of firefighting)	August 3	August 21

Academic Department Courses

Course	Start Date	Date of Completion
High School Equivalency Program (GED)	September 21	December 12
General Education Courses	September 8	October 16
Introduction to Computers	Self-study	

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

UPGRADING APPLICATION

Name _____

Address _____

Telephone _____ Date of Birth _____

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

COURSE	BEGIN DATE	END DATE

LAST VESSEL: _____ Rating: _____

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

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

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

7/98



The

Seafarers Log

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

Summer Vacation for Seafarers And Their Families

There is still time to plan a family holiday this summer at the Paul Hall Center in Piney Point, Md. For additional information, see page 20.

Safety Is Tantamount for Crowley Seafarers

SIU Members, Company Celebrate

452 DAYS

Without Lost-Time Injury at Petty's Island

For Seafarers working at the Crowley Petty's Island facility in Pennsauken, N.J., safety is more than a term. It is a way of life.

"We are very safety conscience," noted John Wozunk, the chief shop steward for the nearly 100 union members who load and unload barges and ships, maintain containers and do other jobs at the site across the Delaware River from Philadelphia.

Wozunk, an SIU member since 1978, has worked at the New Jersey compound for 15 years. He and others recalled the differences in the way safety concerns now are being handled as compared to the early days during a June 9 celebration for the workers' putting in 452 consecutive days without a lost-time injury.

"The company is very willing to listen," stated Shop Steward John Gallagher, who has been working at Petty's Island since 1984.

"We used to have a terrible record. Now, no one can touch us. We are one of the best in the world," he added.

"This is a record for any Crowley site," pointed out 10-year veteran Timmy Burns, another shop steward.

The trio, joined by other Seafarers, said the turnaround in the facility's safety record occurred about five or six years ago following a series of injuries on the job.

Safety awareness committees were created in which union members joined management officials to discuss what could be done to make the site safer, thus more productive. Now safety meetings are held regularly before operations get under way.

"The company came to the union for input," Wozunk remembered. "They wanted to know what we thought and started implementing some of our ideas. They took us very seriously."

Wozunk stated the safety program has evolved into the system in place today. Union members serve a year on one of the various safety committees designed to make the facility a better place to work. When the year is over, another SIU member takes the seat on the committee to provide new ideas and information to the group.

The 452-day mark eclipses the previous record of 291 days attained by the crew.

"We are very proud to hold these marks," Gallagher said. "Everyone here works hard to keep this a safe site."

The action of the Seafarers is not lost on Crowley. Besides throwing the afternoon luncheon on a workday—complete with live music—company officials presented each worker with an award to thank them for their efforts.

"You are great people with a great attitude," proclaimed P. Elliott Burnside, president of Crowley American Transport. "This is an incredible accomplishment."

Burnside also read from a letter written by Thomas B. Crowley Jr., president and CEO of the parent Crowley Maritime Corporation.

"Safety continues to be a key issue at Crowley. I am proud to be associated with you," wrote Crowley, who apologized for being out of the country on the day of the celebration.

SIU Secretary-Treasurer David Heindel saluted the SIU members for their efforts.

"You have done and continue to do a tremendous job here," Heindel told the Seafarers. "I look forward to coming back for the celebration when you break this record."



Bill Dougherty (right) receives his safety award from Mike Hopkins (left), Crowley American Transport's vice president and general manager of operations, and Elliott Burnside, president of the company.



Above: Thanking the Seafarers for their dedication to the job is SIU Secretary-Treasurer David Heindel. Flanking him are Philadelphia Port Agent Joe Soresi (left) and Patrolman Joe Mieluchowski.



Left: Enjoying the day's festivities are Joe Endres (left) and William Hoey.



Right: No good meal is complete without dessert. Checking out the cake and fresh fruit are (from left) Tim Hughes, Carl Wolfe, Billy Mulholland and Dennis Saggese.



Some of the Seafarers who work at the Petty's Island complex for Crowley American Transport gather around SIU Secretary-Treasurer David Heindel during a luncheon thrown by the company to celebrate a record 452 consecutive days without lost time due



to injury. The members said the record was accomplished because the union and the company work well with each other to ensure safety for all who work at the Delaware River roll-on/roll-off facility.