



The

Seafarers LOG

Volume 58 Number 9 September 1996

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

Anti-Jones Act Bills Are Bottled in Congress

Measure Threatening Cabotage Law Surfaces in House

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Big Business Shakedown

THE COALITION

May 31, 1996

IMMEDIATE ATTENTION

- American Tax Reform
- Associated Builders and Contractors
- Associated General Contractors of America
- Business Leadership Council
- Citizens for a Sound Economy
- Food Distributors International
- International Retail Association
- National Association of Convenience Stores
- National Association of Manufacturers
- National Association of Wholesalers/Distributors
- National Association of Chain Retailers
- National Federation of Independent Business
- National Restaurant Association
- National Retail Federation
- National Roofing Contractors Association
- Printing Industries of America
- U.S. Chamber of Commerce

Dear _____

The new AFL-CIO leadership has used the "America Needs a Raise" campaign to not simply to promote a divisive political debate on a legislative increase in the federal minimum wage, but to blame individual citizens and businesses generally, for the effects of the new AFL-CIO "Something America's million workers in Congress If the projected to membership, legislation that would reforms to 1930's-style labor laws;

Chamber of Commerce Seeks Funds For Anti-U.S. Worker Campaign

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- prevent achievement of the goal;
- block congressional efforts to reduce the size of government which would threaten the only growth area in union membership -- public sector workers -- who now account for more than 40 percent of AFL-CIO members; and
- enlist the media to prey on workers' anxieties and uncertainties in changing economic times thus revitalize the union movement.

Post Office Box 2009, 529 14th Street, NW, Washington, DC 20045

The organization members of The Coalition have all agreed to conduct a universal fundraising appeal with their respective members. For small and mid-sized businesses we have suggested a contribution equal to \$1.80 per employee to match organized labor's \$35 million assessment, which amounts to \$1.80 per union member. For larger businesses such as yours, we suggest your consideration of a contribution based upon the following formula:

Number of Employees	Contribution
• up to 10,000 employees	\$1.80 per employee
• 10,001 to 25,000 employees	\$20,000 to \$25,000
• 25,001 to 100,000 employees	\$25,000 to \$50,000
• 100,001 and up	\$50,000 to \$75,000

The Coalition is an exceptionally broad-based effort, designed to maximize financial resources necessary for advertising buys. Our request is urgent. Time is of the essence and we ask for your prompt response to this request.

LNG Seafarers Ratify 5-Year Agreement



Seafarers who sail aboard vessels operated by Energy Transportation Corp. last month overwhelmingly approved a new five-year contract that increases wages and benefits while providing job security into the next century. Voting took place aboard each of the eight LNG vessels while they were docked in Japan. Shown above are members from several of the ships casting their "aye" votes.

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1996 Voter Registration Deadlines Approach

Election Day is November 5, but in most states, there is one date in early October that is just as important. That is when all but a few voter registration offices close their books. In order to help ensure that SIU members are registered, this issue of the *Seafarers LOG* contains detailed information about registration and polling in the U.S. and its territories.

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President's Report

A Glimpse at the Future

There are very few opportunities in life when anyone has the chance to see the future.

One of those times happened last month when I joined with fellow SIU officials, AFL-CIO President John Sweeney and representatives from other labor unions to inspect the first double-hulled tanker to be built in a U.S. shipyard since the enactment of the Oil Pollution Act of 1990.

The union-contracted Newport News Shipbuilding is working on the first of its Double Eagle-class tankers. While the one presently under construction in the Virginia shipyard will fly a foreign flag, work will begin soon on the first of five U.S.-flag tankers that will be operated by Interocean Ugland Management for Hvide-Van Omeren.

And, as announced earlier this year, Seafarers will crew the tankers. The first of the five is expected to be ready for sailing sometime in 1998.

The Double Eagle project means a great deal to our industry and our nation.

First and foremost, it is producing jobs. The construction aspect alone will create and maintain approximately 12,000 union jobs for steelworkers, operating engineers, electricians and plumbers.

Then, when the fleet is transporting oil along the nation's Atlantic and Gulf coasts, it will provide more than 100 jobs for SIU members well into the next century.

Next, the Double Eagle project shows that American know-how combined with union craftsmen still can compete with and beat the best that exists or is produced anywhere else in the world.

These vessels will set the standard that others will follow.

Thanks to their double hulls, the Double Eagles are designed to be environmentally sensitive and meet the guidelines set forth in OPA '90.

The tour of the Newport News shipyard showed the facility is ready to meet the demands of commercial shipbuilding through the use of a skilled union workforce, bigger cranes and state-of-the-art technology.

But, most important of all, the Double Eagle project shows a strong faith in the future of the U.S.-flag merchant marine.

As the present tanker fleet approaches the cutoff dates set by OPA '90 for sailing in the domestic waters, new vessels must be ready and available to move America's goods.

The Double Eagle project will meet that challenge so the nation can continue counting on Seafarers to deliver petroleum and other cargo aboard U.S.-flag vessels.

The construction of these vessels also is proof that the Jones Act—the nation's freight cabotage law—will continue to play an important role in America's economic and national security. These ships will sail in domestic trade where they will help contribute to the billions of dollars generated each year for the U.S. economy through the jobs and services associated with the Jones Act.

Seafarers have shown they are worthy of this faith. SIU members have a long and proud history of answering the nation's call during times of war or national emergency. They are the best-trained merchant mariners in the world, thanks to the vocational upgrading courses at the Paul Hall Center. And SIU members are ready to meet this new challenge of crewing the Double Eagles.

Thanks to this little glimpse ahead, the future of the SIU as well as the nation's shipbuilding industry promises great things as we sail into the 21st century.

Sweeney Meets With Double Eagle Builders



AFL-CIO President John Sweeney (right) talks with union shipbuilders during a tour of Newport News (Va.) Shipbuilding on August 16. Sweeney, SIU President Michael Sacco and other union officials inspected the facility where five U.S.-flag, SIU-crewed, double-hulled tankers will be built beginning next year. Behind Sweeney is the hull for the first Double Eagle-class tanker, which will fly a foreign flag.

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Big Business Shakes Down Companies To Finance Anti-Worker Ad Campaign

A group of corporate interests, led by the U.S. Chamber of Commerce, is putting the squeeze on other businesses to orchestrate a campaign against the recent political education effort launched by the AFL-CIO earlier this year.

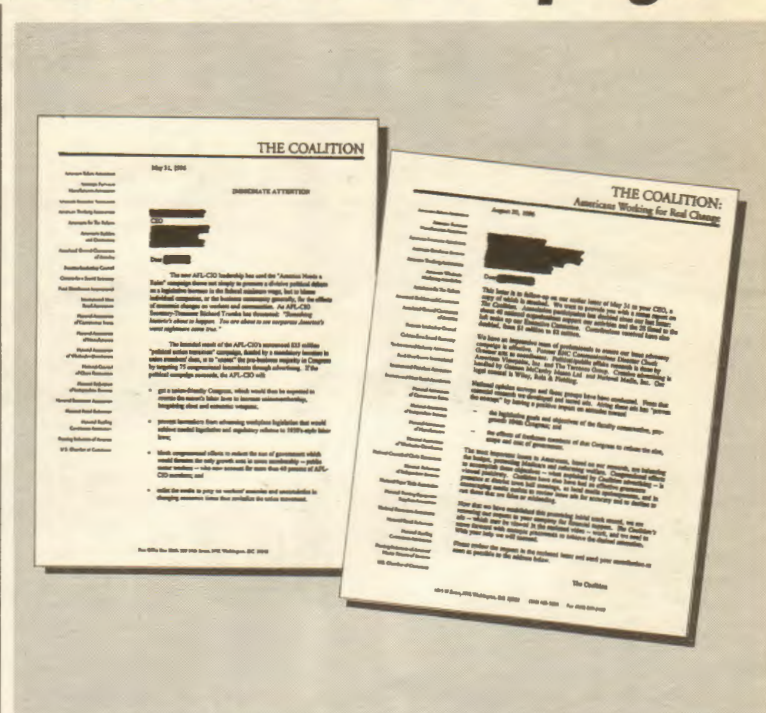
Calling itself simply "The Coalition," the Washington, D.C.-based organization is urging businesses and companies to "contribute" as much as \$75,000 each to bankroll ads attacking the nation's federation of trade unions, of which the SIU is a member.

In a letter dated May 31 and sent to the chief officials of major businesses in the United States, "The Coalition" warns that the AFL-CIO is out "to 'unseat' the pro-business majority in Congress by targeting 75 congressional incumbents."

In fact, the address listed on "The Coalition's" letterhead is the same as the U.S. Chamber of Commerce headquarters in Washington, D.C. The telephone number on the stationery is listed in the 1996-97 District of Columbia telephone directory as being the congressional relations office for the U.S. Chamber of Commerce.

Repeal Labor Laws

One of the objectives of "The Coalition" as stated in the letter is to return the nation "to 1930's-style labor laws." Prior to the creation of the Wagner Act in 1935, workers—including mariners—



Letters like these are being sent to the chief executives of companies to bankroll an anti-worker advertising campaign during this election year.

barely had the ability to organize. Attempts to do so were overwhelmed by business bosses who broke up workers' protests through the use of local police forces and hired goon squads.

The famous "Bloody Thursday" incident took place in San Francisco during this period on July 5, 1934 when mariners honored a strike by longshoremen who were seeking an increase over

the \$10 weekly salary they were being paid. Shipowners and port officials tried to break the strike by running loaded trucks through the picket lines. Police attacked the lines and a riot ensued, leaving two picketers dead.

Attacks AFL-CIO Efforts

The anti-worker group warns its members that the AFL-CIO is attempting to "get a union-friendly Congress, which would then be expected to rewrite the nation's labor laws to increase union membership, bargaining clout and economic weapons."

"The Coalition" goes on to claim the AFL-CIO is trying to "enlist the media to prey on workers' anxieties and uncertainties in changing economic times and thus revitalize the union movements." And, in a separate letter dated August 20, the group states it has been involved in the effort to keep AFL-CIO ads off the airwaves.

While urging business leaders to enlist their companies within "The Coalition," the group states the main threat to its objectives is an effort by environmentalists, consumer activists, trial lawyers, labor and "other anti-business constituencies" to oppose legislation sought by big business, including free trade.

Further, while claiming in the May 31 letter that the anti-worker organization would "not involve explicit support for or opposition to any political party or candidate," the August 20 letter states the campaign is being coordinated by former Republican National Committee communications director Chuck Greener.

Suggested Contributions

In order to support its advertising efforts, "The Coalition" suggests small and mid-size businesses contribute \$1.80 per employee. For larger businesses, the scale begins at \$20,000 to \$25,000 for companies with 10,000 to 25,000 employees. For those with more than 100,000 employees, "The Coalition" recommends \$50,000 to \$75,000.

In an attempt to acquire more money for the anti-worker cause, the May 31 letter notes, "Legal counsel has advised us that we are under no obligation to make the donor list public, and it is our intention to keep the list confidential."

Trade Organizations Bankroll Attacks on Labor

In February, the executive council of the AFL-CIO announced it would launch a \$35 million political education campaign to let American workers know how members of Congress were voting on issues of importance to them.

The radio and television ads have played in cities and towns all across America, providing information on votes cast by individual elected officials on such issues as Medicare, Social Security, the budget and minimum wage.

Big business, led by the U.S. Chamber of Commerce, is trying to keep the AFL-CIO's message off the airwaves. It has created an anti-worker organization, dubbed "The Coalition," to bankroll an effort to run ads against AFL-CIO President John Sweeney and others seeking to promote legislation for working men and women.

According to its stationery, "The Coalition" is based in the office of congressional relations at the U.S. Chamber of Commerce. In a fund-raising letter to business executives dated May 31, the group states it is "under no obligation to make the donor list public and it is our intention to keep the list confidential."

However, its letterhead does list 28 organizations which have pledged to seek up to \$75,000 per member to finance the anti-worker effort. The members of "The Coalition" executive committee include:

- American Bakers Association
- American Furniture Manufacturers Association
- American Insurance Association
- American Petroleum Institute
- American Trucking Associations
- American Wholesale Marketing Association
- Americans for Tax Reform
- Associated Builders and Contractors
- Associated General Contractors of America
- Business Leadership Council
- Citizens for a Sound Economy
- Environmental Industry Association
- Food Distributors International
- International Franchise Association
- International Mass Retail Association
- National Association of Convenience Stores
- National Association of Independent Insurers
- National Association of Manufacturers
- National Association of Wholesaler-Distributors
- National Council of Chain Restaurants
- National Federation of Independent Business
- National Paper Trade Association
- National Printing Equipment Suppliers Association
- National Restaurant Association
- National Retail Federation
- National Roofing Contractors Association
- Printing Industries of America/Master Printers of America
- U.S. Chamber of Commerce

Anti-Jones Act Bill Bottled in House

Measure Sent to Panels Opposed to Any Changes

A last-minute effort to gut the Jones Act appears to be blocked in the House of Representatives because of widespread bipartisan support among the panel and subcommittee members who have jurisdiction over a newly introduced bill.

Because the measure was submitted so late in the congressional session, it has very little chance for passage when Congress returns after Labor Day, noted Terry Turner, SIU governmental relations director.

The union has long opposed efforts to alter or eliminate the Jones Act.

Just hours before members of the House and Senate left Capitol Hill in early August for their summer recess, Rep. Nick Smith (R-Mich.) introduced the Coastal Shipping Competition Act (H.R. 4006). The bill proposes to alter the nation's freight cabotage law (the Jones Act) by allowing foreign-flag, foreign-built vessels to carry cargo between U.S. ports.

The measure was assigned to both the House Transportation Committee and the House National Security Committee, both of which have oversight on matters

dealing with maritime issues.

However, the chances for movement of H.R. 4006 may be minimal because of an April 15 statement of support for the Jones Act signed by 19 legislators, including the complete membership of the House Merchant Marine Oversight Panel. The panel is part of the National Security Committee and would be the first congressional group to consider H.R. 4006.

Support Existing Law

In presenting the letter to the House, the panel's vice chairman, Rep. Randy "Duke" Cunningham (R-Calif.), stated the group's "commitment to America's cabotage laws is unanimous. We will continue to oppose any changes to these important laws."

The remaining five elected officials to sign the statement are members of the Transportation Committee, with four of them serving on the Coast Guard and Maritime Transportation Subcommittee. That subcommittee would be the first component of the committee to review the anti-Jones Act legislation.

Denouncing H.R. 4006 as it was introduced was the Maritime

Cabotage Task Force, a coalition of more than 400 transportation and maritime-related organizations (including the SIU) to promote the Jones Act.

"We believe the benefits of the Jones Act will not be overlooked

and that H.R. 4006 will not be enacted this year," noted Phil Grill, chairman of the task force.

"All 14 members of the Merchant Marine Panel, which has jurisdiction over this bill, have publicly announced their opposition. In addition, a majority of the members of the House Coast Guard Subcommittee, enough to prevent passage of any changes to the Jones Act, have publicly opposed similar legislation," Grill added.

Senate Bill Denounced

H.R. 4006 is similar to a measure introduced in the Senate in May by Sen. Jesse Helms (R-N.C.).

S. 1813, also called the Coastal Shipping Competition Act, was

strongly attacked by 71 retired U.S. Navy flag officers who said the introduction of foreign-built, foreign-crewed and foreign-owned vessels into the U.S. domestic trades "would significantly lower our safety standards, and it could destroy the American shipping industry."

Speaking on behalf of the officers, who make up the American Security Council, retired Navy Reserve Rear Admiral Robert H. Spiro Jr. added the group "believes that the U.S. merchant fleet has been our lifeline of freedom."

No hearings have been scheduled in Congress for either of the measures.

U.S. Ship Bill Set for Senate's Return

Maritime Security Act Awaits Final Congressional Action

As the Senate returns from its summer recess, one major piece of legislation that awaits its consideration is the Maritime Security Act (H.R. 1350).

This measure, which cleared the House of Representatives with strong bipartisan support last December, would create a 10-year, \$1 billion program to help fund approximately 50 militarily useful U.S.-flag vessels. The SIU supports the legislation and has testified in favor of it during hearings held in both the House and Senate.

Urges September Vote

While the Senate was preparing to leave for the recess in July, Sen. Trent Lott (R-Miss.) urged his colleagues to pass the bill when they resumed work on Capitol Hill in September.

Lott, who as majority leader is the highest ranking member of the Senate, said the legislation "will ensure that our nation will continue to have access to both a fleet of militarily useful U.S.-flag commercial vessels and a cadre of trained and loyal U.S.-citizen crews."

He then went into some of the details of the bill, which calls on the companies who receive the funds to not only make their ships available to the military in times of war or national emergency, but also their infrastructure.

"What's more, under this bill, our military planners will gain access to the onshore logistical and intermodal capabilities of these U.S.-flag operators. Instead of just getting a ship, our military gets access to port facilities worldwide, state-of-the-art computer tracking systems, intermodal loading and transfer

equipment, and so on," Lott added.

(H.R. 1350 also allows the military to use the vessels in the program to move cargo during times of peace.)

National Security Needs

The Mississippi senator emphasized the importance of the legislation to America's national security.

"In order to protect our military presence overseas, we must have a modern, efficient and reliable military sealift. On this point, the assessment of our nation's top military leaders is unequivocal.

"Our military needs a U.S.-flag merchant marine to carry supplies to our troops overseas. We cannot, in fact, rely on foreign ships and foreign crews to deliver supplies into hostile areas," the son of a union shipyard worker stated.

Lott is a longtime supporter of the U.S.-flag merchant marine. Prior to his election by his fellow Republicans to the position of majority leader following the resignation of Bob Dole, the Mississippi legislator was the chairman of the Senate Surface Transportation and Merchant Marine Subcommittee.

Bipartisan Support

His request for the Senate to act on H.R. 1350 followed statements of support from other members of the Senate from both political parties. Among the elected officials to recently speak out for the Maritime Security Act are Senators Robert Smith (R-N.H.), John Warner (R-Va.), Ted Stevens (R-

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Local Support Grows for Keeping Cabotage Laws Intact

Support at the local level for preserving the Jones Act continues to grow across the country.

Just days before Rep. Nick Smith (R-Mich.) introduced on August 2 a measure attempting to alter the nation's freight cabotage law, Byron Kelley, SIU vice president for the Great Lakes, told the Great Lakes Maritime Task Force that the Jones Act is as important on the northern waterways as it is elsewhere in the country.

In his July 25 address, Kelley pointed out that any measure allowing foreign-crewed, foreign-built and foreign-owned vessels to carry American domestic cargo could have drastic implications on other forms of transportation based in the area.

"What happens when the ripple effect of shifting cargoes from U.S. road carriers to foreign water carriers lowers demand for new trucks, parts and tires—all industries which are essential to the health of the economy for the Great Lakes region?" Kelley asked during the Capitol Hill meeting, which included several members of Congress.

He reminded the group of its steadfast support for the Jones Act and "the effort to defeat those who would undermine U.S. maritime policy with sound bites and outright lies."

The Great Lakes Maritime Task Force promotes the U.S.-flag maritime industry on the Great Lakes. Its membership includes shipping companies, shipyards, labor unions and other U.S.-flag maritime-related businesses.

On the other side of the country, 29 maritime industry and labor organizations working together as the Hawaii Chapter of the Maritime Cabotage Task Force continue to push for the islands' domestic maritime transportation industry.

"Without the Jones Act, Hawaii would need to invest hundreds of millions of dollars in new warehouses and distribution systems to replace the excellent ocean shipping schedule Oahu and the neighbor islands now receive," noted SIU Honolulu Port Agent Neil Dietz, who serves as co-chairman of the chapter.

"We want beaches on our beaches, not warehouses on our beaches," he added during an August 6 meeting with members of the press.

Dietz noted the nation's cabotage laws—the Jones Act and the Passenger Vessel Services Act—employ more than 6,000 workers and generate more than \$400 million annually in labor expenditures in Hawaii.

"Cabotage laws prevent foreign companies, subsidized by foreign governments, from stealing Hawaii business and jobs from Hawaii residents and companies," Dietz stated.

The Jones Act is the name given to the portion of the Merchant Marine Act of 1920 that deals with the movement of cargo from one domestic port to another, known as cabotage. The measure, named for its sponsor, Sen. Wesley Jones of Washington, states that freight moved between two U.S. ports must be carried aboard U.S.-flag, U.S.-built and U.S.-crewed vessels. The Passenger Vessel Services Act permits only U.S.-flag, U.S.-built and U.S.-crewed ships to move passengers from American port to another.

Besides Smith's bill, a similar measure attacking the Jones Act was introduced in the Senate in May. So far, neither the House nor the Senate has scheduled any hearings on the legislation to alter the Jones Act.

Philadelphia Seafarers Approve Pacts With Two Ship Docking Companies

Seafarers who operate McAllister ship docking tugs in the ports of Philadelphia, Baltimore and Norfolk, Va. have ratified a contract that improves wages, medical benefits and working conditions into the next century.

The agreement, which is retroactive to May 1, covers SIU members who sail aboard McAllister tugboats in all three ports.

In the past, union and company representatives negotiated

separate contracts for each of the ports. This new five-year agreement, however, brought together delegates from the three ports to negotiate one master pact covering all Seafarers working aboard McAllister vessels.

Negotiators from the port of Philadelphia included SIU Assistant Vice President Dave Heindel, Patrolmen Jim Malone and Joseph Soresi, Captain Jeff Parkins and Deckhand George Lord.

From the port of Norfolk, negotiators included Port Agent Mike Paladino, Captain George Thompson, Chief Engineer George Noble, Mate Robert Walker and Deckhand Robert King.

From Baltimore, Port Agent Dennis Metz, Captain Jeff Fackett, Engineer Joe Zorbach and Deckhand Lance Watts represented the union in the talks.

The pact calls for wage increases throughout the life of the contract, improvements in working conditions and expanded health benefits for SIU members and their dependents.

For the first time, dependents of Seafarers will be covered by a dental plan, while dependent medical coverage has been extended to include 100 percent coverage of reasonable and customary charges. In addition, the medical and optical benefits for SIU members have been improved.

"Considering all of the issues we have before us in the maritime industry in addition to the state of the ship docking industry, we feel that we got a very good agreement," stated Heindel.

"This was the first set of negotiations that I ever participated in," noted Lord. "It was

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Seafarers who sail aboard Turecamo tugboats in the Philadelphia area, recently approved a new five-year contract, as did McAllister SIU boatmen.

Committee Reviews Credentials for Union Election

The credentials committee, made up of six rank-and-file Seafarers, has reviewed all nominating petitions of SIU members seeking office in the 1996 district-wide elections in the union's Atlantic, Gulf, Lakes and Inland Waters District.

The full text of the credentials committee report appears on page 6.

After meeting throughout the first half of August and studying the nomination applications to ensure each candidate had complied with the criteria spelled out in the SIU's constitution, the credentials committee issued its report, which will be presented to the membership for its approval at the September meetings.

Thirty candidates for 27 ballot positions qualified to run in the

election, which takes place November 1 through December 31, the committee reported.

Members of the committee were elected at the August headquarters membership meeting in Piney Point, Md. Voted to the committee by their fellow Seafarers were Recertified Steward **Laura Cates**, from the port of Seattle; Recertified Steward **Ivan Salis**, from the port of Jacksonville, Fla.; AB **Michael P. Mahoney**, from the port of Philadelphia; Wiper **John McLain**, from the port of Philadelphia; Captain **Jake Joyce**, from the port of Philadelphia; and QMED **Charles J. Pomraning**, from the port of Piney Point. McLain was selected by the committee members to serve as chairman.

During the August 5 meeting, SIU Secretary-Treasurer John Fay called the election to order for the

credentials committee positions. Members had to present their union books in order to be nominated to the committee. Each person seeking to serve introduced himself or herself to the membership before voting took place. Results immediately were made known.

Each Department Represented

The union constitution establishes guidelines for the credentials committee in Article XIII, Section 2. According to those rules, the committee must be elected at the port where headquarters is located (Piney Point).

The credentials committee must comprise six full-book members, including two members from each of the three shipboard departments: deck, engine and steward.

Additionally, no elected official or candidate for union office is permitted to serve on the committee.

Members seeking the position of president, executive vice president, secretary-treasurer, vice president, assistant vice president, one of two headquarters representative positions or one of 10 port-agent posts had to submit nominating papers between July 15 and August 15.



Members of the rank-and-file credentials committee pose for a photograph before beginning their work. From the left are Steward Laura Cates, Steward Ivan Salis, AB Michael P. Mahoney, Wiper John McLain, Captain Jake Joyce and QMED Charles J. Pomraning.

President Signs Health Care Bill Measure Calls for Insurance Portability

President Clinton on August 21 signed into law health care legislation that will enable American workers to keep their insurance if they lose or change jobs.

The Health Care Availability and Affordability Act (H.R. 3103), which had near-unanimous support from Congress, also strictly limits insurance companies' ability to deny medical coverage to citizens with preexisting conditions.

The legislation's insurance changes will take effect July 1, 1997, while a four-year experiment with medical savings accounts will start January 1.

The AFL-CIO, the national federation of trade unions (of which the SIU is a member), supported the health care reform bill, sponsored by Senators Nancy Kassebaum (R-Kan.) and Edward Kennedy (D-Mass.). However, the federation and many other backers pointed out that, among other shortcomings, the bill does nothing for many of the 40 million Americans who don't have insurance.

"While this legislation does not address the still serious and unmet need for broad health care reform, it does what appears to be possible to accomplish in this Congress—it provides insurance portability, a much needed remedy to the problem of insurance loss that too often comes with a job change or unemployment," stated AFL-CIO President John J. Sweeney. "The bill also makes important progress in addressing the problems of Americans who have been excluded from coverage because of preexisting conditions. This is a step in the right direction."

President Clinton described the bill's passage as "a long overdue victory for the millions of Americans who live in fear of losing their health insurance."

Despite its flaws, H.R. 3103 is the first major piece of health insurance legislation passed by both houses of Congress in a decade. In 1986, a measure was passed that allowed workers who leave jobs to temporarily retain coverage under their former employer's insurance plan by paying 100 percent of the premiums. (Because of the expense and the time limit, this type of coverage is intended to be utilized as a stopgap measure until a worker secures coverage

at his or her new job.)

The new bill bars insurance companies from denying coverage to people if they change or lose their jobs, even if they have preexisting medical problems. Insurers will be permitted to create new policies for people moving from group to individual coverage, but restrictions will be implemented to keep the premiums for such policies affordable.

Similar protection is called for in instances where workers leave an employer-sponsored health plan and attempt to secure their own insurance. But in all of these cases, the level of protection probably will vary according to where a person lives, because regulation of premiums is left to the states.

While there was overwhelming support for portability and offering coverage to people who have preexisting conditions, the legislation's most severe sticking point involved the use of tax-sheltered medical savings accounts. For the most part, Democrats opposed such accounts, while Republicans favored them.

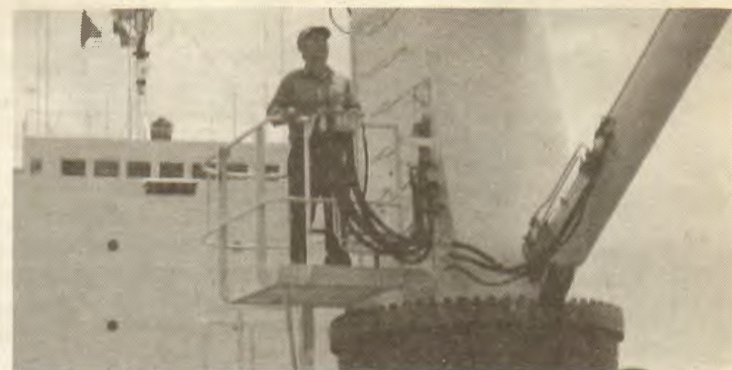
People who secured such accounts would use that money to pay for minor and routine medical expenses. Presumably, they also would purchase fairly inexpensive policies, with high deductibles, to cover major illnesses or injuries.

Kennedy cautioned that in this scenario, well-off, healthy people would be most likely to establish the medical savings accounts, while the poor and the sick would remain in the traditional insurance market, where rates undoubtedly would rise.

The AFL-CIO expressed similar concerns. Sweeney warned that the accounts "will be used primarily by the wealthy and the healthy to the disadvantage of the overall insurance system."

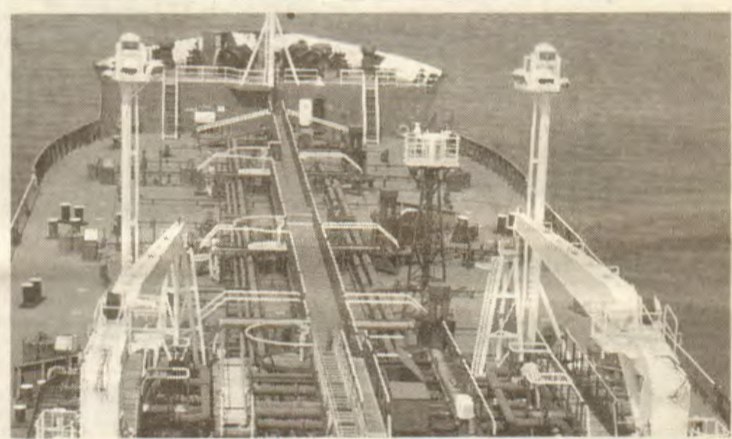
With the disagreement regarding the accounts looming as a threat that might block passage of the overall legislation, a compromise was reached that calls for a four-year experiment involving no more than 750,000 families who may enroll in medical savings accounts. The two sides agreed to carefully monitor the growth and effects of the accounts. Congress then will decide whether to let the program continue.

Working and Voting on the OS Philadelphia



Seafarers on the *Overseas Philadelphia* were among the first crewmembers who voted on the new standard contract while aboard ship. On June 8, when the Maritime Overseas vessel was docked in Portland, Ore., the SIU crew unanimously approved the five-year agreement, which calls for increases in wages and benefits, among other gains.

After the vote, Seafarers quickly returned to work. ABOVE: Bosun Jerry Borucki operates a crane to hook up the ship's access ladder. BELOW, from left: OS Mike Holly, Second Mate Chris Alback and Borucki are ready for the next assignment. BOTTOM: a view of the ship from the fly deck.



Tug Crews Vote on Contracts

Continued from page 3

great getting around the bargaining table with guys from all three ports with everyone looking out for the same goal. I feel that we got some things put on the table that we really needed," the Philadelphia native added.

Also reaching an agreement late last month were Seafarers who work aboard Turecamo ship docking tugs operating in the port of Philadelphia.

The five-year Turecamo agreement includes wage increases and improved medical benefits for Seafarers and their dependents, according to Heindel.

Maritime Bill Awaits Senate Vote

Continued from page 3

Alaska) and Charles Robb (D-Va.).

Recent backing for the Maritime Security Act also has been given by Deputy Defense Secretary John P. White. In an April letter to the Senate, White stated he wanted "to dispel any questions or concerns about the position of the Department of Defense with respect to this legislation."

Prior to White's letter, Transportation Secretary Federico Peña and Maritime Administrator Albert Herberger had repeatedly stated the administration's support for the measure. President Bill Clinton has stated he would sign the measure when it clears the Congress.

While H.R. 1350 was making its way through the House, hearings on the Senate version of the bill were held by the Surface Transportation and Merchant Marine Subcommittee, followed



Senator Trent Lott

by the full Commerce, Science and Transportation Committee during summer 1995. However, the Senate elected to consider the House version since it had already cleared that chamber of Congress.

The Senate and House are expected to remain in session through September before adjourning for the November elections.

Paul Hall Center Adds Firefighting Courses For Qualification as Tankerman Assistants

Oct. 1 Is STCW Certificate Deadline

The Paul Hall Center has added four firefighting courses to its schedule this year in order to help ensure that SIU members who sail as pumpmen, bosuns or ABs aboard tankers are qualified to secure a supplementary form of shipboard identification known as an STCW certificate.

The center's Lundeberg School of Seamanship is offering basic firefighting on the following dates: October 14-18, November 18-22, and December 16-20. An advanced firefighting course is scheduled for December 2-13.

Bosuns, ABs and pumpmen who sail aboard tankers will have priority when applying for these extra courses. The maximum enrollment in each class is 25 students. If additional spaces are available, they will be filled on a first-come, first-served basis. (See page 23 for information about enrolling.)

Additionally, as reported in previous issues of the *Seafarers LOG*, all active deep-sea Seafarers who hold a lifeboat ticket should secure the STCW certificate—

which states they are "proficient in the use of survival craft"—by October 1. In the cases of bosuns and ABs who sail aboard tankers, their STCW certificates also must designate them as tankerman assistants AND as a "rating forming part of a navigational watch."

In order for ABs, bosuns and pumpmen to receive the tankerman-assistant designation on their STCW certificate, they should go to a U.S. Coast Guard regional exam center (REC) and present their z-card, plus discharges or letters indicating at least 90 days' sea time aboard tankers within the last five years, along with certificates reflecting successful completion of a firefighting course.

There is no charge for the STCW certificates.

Previously, due to the workloads at the RECs, the union recommended that Seafarers apply for certificates by mail. However, given the October 1 deadline, mariners who haven't secured the certificates should consider first telephoning an REC to make sure they can handle the issuance, then

going to the REC to apply. (See list of phone numbers below.)

If Seafarers still choose to apply by mail, they should include photocopies of the following: their z-cards, certificates reflecting successful completion of a firefighting course, and discharges or letters proving at least 90 days' sea time aboard tankers. Be sure to indicate that the application is for the STCW certificate, and that the certificate should include the designation "tankerman assistant."

Also, keep a photocopy of what has been mailed, for personal records. Seafarers may want to send their information by certified mail to ensure receipt by the Coast Guard.

If SIU members have any problems in these matters that are not being addressed at the RECs, they may contact the Paul Hall Center at (301) 994-0010, extension 5270.

The STCW certificate is a letter-size piece of paper listing a mariner's ratings and any applicable limitations including medical waivers. It utilizes terminology to create a universal form of identification as called for by the STCW convention, but it provides the same information found on a z-card.

The standard format was adopted by the nations which signed the STCW agreement in

order to facilitate port-state control functions. Ship inspectors will check the standard form rather than reviewing each nation's version of a z-card. This is expected to simplify the inspectors' jobs and thereby bolster shipboard safety.

International Agreement

STCW stands for the International Convention on Standards of Training, Certification and Watchkeeping for mariners. Approximately 100 nations, including the United States, are signatory to the STCW convention. Their fleets represent nearly 95 percent of the world's merchant-ship tonnage.

The treaty first was ratified in 1978 and since then has been amended, most recently in 1995. (The SIU regularly participated in the two-year series of meetings leading to last year's amendments.) As its name indicates, its purpose is to help promote and enforce safety at sea by establishing certain standards for the endorsement, training and skills needed by mariners worldwide.

According to the STCW amendments which were approved last year (most of which take effect in February 1997), the International Maritime Organization (IMO) will have the authority to enforce the pact's rules on the training and certification of mariners. The IMO, created by the United Nations in 1959 to improve

safety at sea, will require reports on the efforts of signatory nations to comply with the updated STCW convention.

With the IMO's expanded enforcement authority, vessels crewed by mariners from flag-states whose training facilities and procedures for certification do not meet the STCW's standards may be turned away from ports worldwide, the updated agreement states. With that in mind, the shipping industry should have plenty of incentive to help bolster training standards, noted a number of convention participants.

As in the past, signatory nations still may have more stringent rules than those set out in the STCW. In those cases, the agreement does not override the laws of countries which maintain higher standards and stricter qualifications. The U.S., for instance, has more rigid laws than the rules of the STCW.

U.S. Coast Guard Regional Examination Centers' Telephone Numbers

Anchorage, AK	(907) 271-6733 or 271-6735
Baltimore, MD	(410) 962-5132
Boston, MA	(617) 223-3040
Charleston, SC	(803) 724-7693
Honolulu, HI	(808) 522-8258
Houston, TX	(713) 947-0044
Juneau, AK	(907) 463-2450
Long Beach, CA	(310) 980-4483 or 980-4485
Memphis, TN	(901) 544-3297
Miami, FL	(305) 536-6548
New Orleans, LA	(504) 589-6183
New York, NY	(212) 668-6395
Portland, OR	(503) 240-9346
St. Louis, MO	(314) 539-2657
Alameda, CA	(510) 437-3092 or 437-3093
Seattle, WA	(206) 217-6115
Toledo, OH	(419) 259-6394 or 259-6395

Captain Sentenced Under OPA '90 For 1994 Puerto Rico Oil Spill

The captain of the non-union tug *Emily S.*, held partially responsible for a major oil spill that contaminated a popular beach near San Juan, P.R., has been sentenced under the Oil Pollution Act of 1990 (OPA '90) for his role in the 1994 disaster.

Roy McMichael, Jr. was given five years probation, one month of home confinement and 120 hours of community service by a federal magistrate-judge.

McMichael was piloting the *Emily S.*, which was towing the barge *Morris J. Berman* on January 7, 1994, when the towing cable snapped and caused the barge to drift onto a coral reef. Several of the *Berman's* holds were ripped open, spilling 750,000 gallons of heavy number 6 bunker oil into the water.

According to press reports, the towing cable that broke and released the *Berman* had been mended in a makeshift manner by crewmembers. McMichael has testified that he knew the cable repair was inadequate and failed to notify the U.S. Coast Guard of the break.

Investigations into the causes surrounding the oil spill revealed that the captain and crew did not realize the barge had broken away until they received a phone call from a company office notifying them that the *Berman* had run aground.

McMichael could have been sentenced to up to a year in prison, as well as been required to pay substantial fines. However, McMichael testified against the owning and operating companies of the tug and barge as well as a company manager, all of whom in April were found guilty of felony violations of U.S. environmental laws, including OPA '90.

For his cooperation in the case, McMichael received the lighter sentence of probation, home confinement and community service.

The three companies involved, New England Marine Service, the Bunker Group Inc. and Bunker Group of Puerto Rico, are corporately connected to the Frank family of New York and New Jersey, which in 1990 was barred from doing business in New York because of repeated environmental violations.

The manager of the Bunker Group of Puerto Rico, Pedro Rivera, faces up to five years in prison. Rivera and the three companies will be sentenced in Puerto Rico on September 9.

According to press reports, the sentences against Rivera and the companies to be handed down this month could involve fines and restitution payments of more than \$100 million. The cost to clean up the San Juan area following the oil spill was reported to be \$81 million.

More than 200 SIU members, many of whom are employed aboard Crowley Maritime vessels, were involved in cleaning the San Juan area after the oil spill. Seafarers worked with booms and skimmers and were called out to crew tugs needed to capture the oil from the water.

The SIU-crewed *Caribbean Responder*, an oil spill response vessel operated by Dyn Marine, was involved in the cleanup project.

In the end, Seafarers had assisted in the recovery of 336,000 gallons of the oil and were praised by the Coast Guard for their immediate action, which allowed San Juan Harbor to remain open.

President Pushes Ports' Success, Jobs During California Address

Seafarers Attend August Event in Long Beach

Dozens of Seafarers were among an audience of approximately 1,000 people who turned out for an address by President Clinton last month on the docks in Long Beach, Calif.

With an SIU-crewed Matson ship at anchor in the background, the president talked about the success of Southern California's ports, the need for fair trade laws and the importance of maintaining and creating high-wage jobs.

"The speech was beautiful," stated **Ike Givens**, a retired member of the Marine Cooks & Stewards who attended the event August 8. "President Clinton always talks about the working class, and it's evident he wants to help working people."

"He really emphasized the amount of business done at the ports of Long Beach and Los Angeles," added Wilmington, Calif. SIU Port Agent George Tricker. "It was very worthwhile to be there."

Shipyard workers, longshoremen and port employees also joined the crowd that gathered at Long Beach Harbor to hear the president.

"I'm here to celebrate the success of the ports," Clinton told the approving audience. "They are the largest in our nation, and they are the gateway to the future."

The president noted that the ports of Los Angeles and Long Beach combined last year handled more than \$150 billion in cargo. He also pointed out that California's exports substantially increased from 1993 to 1995. "This is only the beginning," he said. "The best is yet to come."

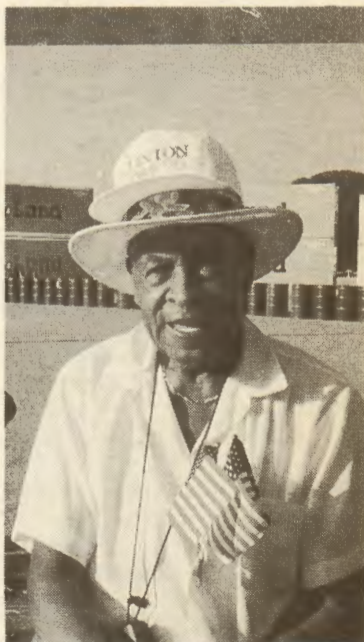
Regarding personal income



With an SIU-crewed Matson ship in the background, President Clinton addresses citizens in Long Beach, Calif., including Seafarers, last month.

and job growth throughout the nation, Clinton stated that in 1995, more than half the new jobs created in the United States paid greater than average wages "largely because they were in the industries and the activities of the future, and they were tied into global trade and our ability to be more productive and more competitive than anybody else in the things that we do well."

"You are going to benefit if you will continue supporting this approach," he added. "This should be an American issue, not a Republican issue, not a Democratic issue. This should be something that we say as Americans we're committed to more trade both free and fair. And we are going to be aggressive in promoting our economic interests around the world. That will help us, but it will help others as well, because it will help other people to grow their economy and to be even better trading partners with us in the future."



Isaac "Ike" Givens, retired member of the Marine Cooks & Stewards (which merged with the SIU in 1978), listens as the president discusses the success of Southern California's ports.

Stewards Reach Galley Pinnacle at Piney Point

They came to the Paul Hall Center from San Francisco, Seattle, Houston, Honolulu, Jacksonville, Fla., Norfolk, Va., New Bedford, Mass. and Waldorf, Md. with a common goal: attaining the highest level of education the union has to offer members of the steward department.

And for the 11 newly recertified stewards, the instruction and training received at the Lundeberg School was well worth it. In remarks delivered during the August membership meeting in Piney Point, Md., each Seafarer noted the importance of his or her accomplishments at the school.

"This is the biggest step of my life . . . I hope it will continue like this forever," announced Lito Acosta of San Francisco as he thanked union officials and Lundeberg School instructors when he accepted his graduation certificate.

"I am very proud to be here today, a graduating recertified steward and an SIU member. I have accomplished one of my dreams," added 47-year-old Dianne Lupton, who sails from the port of Seattle.

Lupton summarized the importance of being a Seafarer and continuing to upgrade when she said, "We should all think of being a member of this union the same as being a member of a family . . . the SIU family. We have an obligation to do our best and make our family proud. We should take advantage of everything there is to learn here in Piney Point. The SIU is committed to us and we should stay committed to the SIU," she said.

The Seafarers completing the five-week steward recertification program received classroom and hands-on training not only in the galley but also in other areas such as first aid, communications principles and computer skills.

Professional and Positive

In their graduation remarks, all of the stewards revealed details of their lives at sea and stressed the professionalism of SIU members aboard ship.

The galley gang members also thanked Chef Allan Sherwin, the

director of culinary education at the Lundeberg School, for his guidance.

Alonzo Belcher, a 1984 graduate of Piney Point, extended a vote of thanks to union officials for leading him in the "right direction" and to Sherwin for his knowledge and expertise. "Thank you all so very much. This means the world," proclaimed the steward, who sails from the port of Norfolk.

Chronicling a difficult past, 40-year-old Laura Cates thanked the SIU for giving her "guidance and direction" in her 17 years of sailing. "It's scary to think where I might have ended up. What turned me around was the chance to join the SIU. This is my sixth trip to Piney Point and I promise to go out and give it 110 percent," stated the steward from Seattle. Cates then thanked all union officials and Sherwin for "inspiring the best in all of us."

Attending upgrading courses as much as possible helps Seafarers better themselves, noted Richard Seligman.

"We must all remember that through education we are helping ourselves give back to the union the best person we can be," the Jacksonville native told his fellow Seafarers. "The more education we receive, the stronger it makes our union," said the 41-year-old.

He added that all Seafarers need to be positive and solution-oriented while at sea. Seligman urged crewmembers to "be part of the solution, not part of the problem."

A 1980 graduate of the Lundeberg School's trainee program, Ivan Salis noted that Seafarers are "very lucky" to have the opportunity to learn at the school. "Many people don't have the same benefits that we in the SIU do. So, take care of your job and ask yourself daily, 'What have I done to make this union better?' It is up to us to help serve the union," said Salis, a third generation union member, who sails from the port of Jacksonville.

A Seafarer since she was 18 years old, Donna DeCesare told the audience that by applying herself and maintaining a positive outlook

on life, she was able to fulfill her ambition of becoming a recertified steward.

"At 18 years old, your whole life is in front of you and many times we don't make the right choices. Fortunately, I did find the SIU, and through the years I have kept coming back to Piney Point to take all the courses offered to me. It has brought me to where I am today—on this stage accepting my certificate—and I am very grateful," she said.

DeCesare reminded other steward department upgraders in the crowd of SIU members to "look, listen and learn! The school is here for you, so apply yourself.

"Don't be negative and most of all, be professional. When you get aboard that next ship, you will be trained as the best steward you can be," added DeCesare, who is married to Bosun Johnny Zepeda and sails from the port of Houston.

Manuel Faria of New Bedford echoed DeCesare's statements when he urged Seafarers to "keep on upgrading."

Stressing the importance of long-range goals, Maryland native and 1983 Piney Point graduate Glenn Williams told the trainees in the auditorium, "I used to be where you are, and today I am standing up here receiving recognition for the recertified stewards program. You can have your goals and reach them, too," Williams stated.

Various Topics

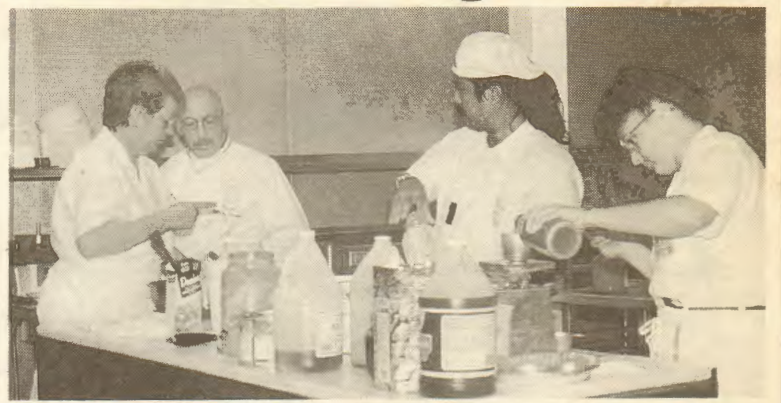
The stewards covered an abundance of material during their Lundeberg School stay. They worked on creating new recipes and practiced the most contemporary cooking techniques through a combination of classroom instruction and practical training.

Special low-fat and healthful meals were developed by the galley gang members to meet an increased demand by SIU members to maintain a fit lifestyle while at sea. The stewards also studied the safest food-sanitation practices.

Because many SIU-contracted companies keep records of the shipboard stores by using computer programs, the students spent time in the school's computer center learning how to maximize their computer skills to order food and other staples while aboard ship.

The stewards also took refresher courses in CPR, first aid and firefighting. They also took a course on effective communication styles.

Question-and-answer sessions between the stewards and repre-



Chef Allan Sherwin (second from left) coaches (from left) Dianne Lupton, Lito Acosta and Donna DeCesare on how to create low-fat recipes.

sentatives of the SIU's contracts, communications, government affairs, and welfare, training, vacation and pension fund departments also were part of the course. The meetings are designed to help enhance Seafarers' understanding of the union's operations and provide the upgraders with the latest information from each department so that they, in turn, may relay it to crewmembers aboard ships.

"I found the whole recertification session to be extremely useful," concluded Lynn McCluskey, who sails from the port of Honolulu.

In addition, the stewards met with SIU President Michael Sacco and SIU Executive Vice President Joseph Sacco during a visit to SIU headquarters in Camp Springs, Md. With the union officials, the students were able to discuss matters of importance to the union and the maritime industry.

"I am very thankful to our elected union officials who work diligently on providing us with new contracts and continuing the fight for the maritime industry on Capitol Hill," stated Gregory Keen, a 1978 graduate of the union's trainee program.



Refreshing their CPR skills are (from left) Richard Seligman, Lito Acosta and Lynn McCluskey.



In the Lundeberg School's lecture/demonstration galley, Glenn Williams (left) and Ivan Salis chop vegetables for a stir-fry.



Gregory Keene reads the list of ingredients needed in a recipe.



Laura Cates puts Alonzo Belcher's arm in a sling during first aid practice.



Cooking in the lecture/demonstration galley is part of the five-week recertification course. Above, Manuel Faria grills beef ribs.

Reviewing Applications



Looking through the files of prospective candidates for next year's recertified stewards' classes are three recent graduates of the program. From the left are Manuel Faria of New Bedford, Lynn McCluskey of Honolulu and Glenn Williams of Piney Point. Each year, graduates from the class, which is the highest level of training available at the Paul Hall Center for galley gang members, review the applications on file with the SIU contracts department to determine the Seafarers who will study in the following year's sessions.



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LNG Crews Approve 5-Year Pact

Contract with ETC Provides Job Security

By an overwhelming majority, Seafarers aboard eight ships operated by Energy Transportation Corporation (ETC) recently approved a five-year contract that increases wages and benefits while providing job security into the next century.

Voting took place from July 27 through August 18 aboard the ships, which transport liquefied natural gas (LNG) between Indonesia and Japan. SIU Assistant Vice President Bob Hall conducted shipboard meetings with each of the crews. Hall reviewed provisions of the new pact and answered members' questions before a vote was conducted aboard each vessel.

"Based in part on the contract recommendations made by the membership, we negotiated a five-year agreement in order to help ensure ongoing job security for SIU members who work aboard the LNG carriers," noted SIU Vice President Contracts Augie Tellez. "But more important than the length of the

contract is the fact that we did not give up one job during the negotiations."

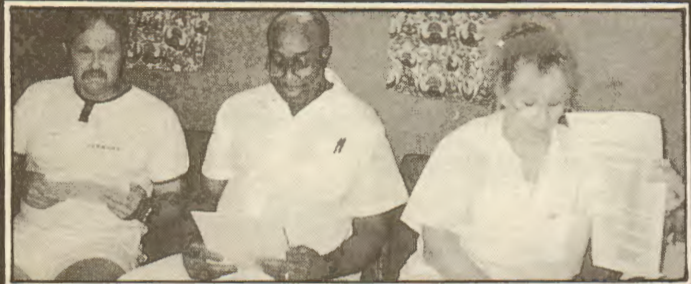
Among the pact's other highlights are annual wage increases, expanded health benefits for union members and their dependents, and establishment of an innovative annuity savings plan for individual SIU members (a benefit that is in addition to the SIU wage-related pension).

Further, the agreement calls for the creation of an LNG recertification program at the Paul Hall Center for Maritime Training and Education in Piney Point, Md.

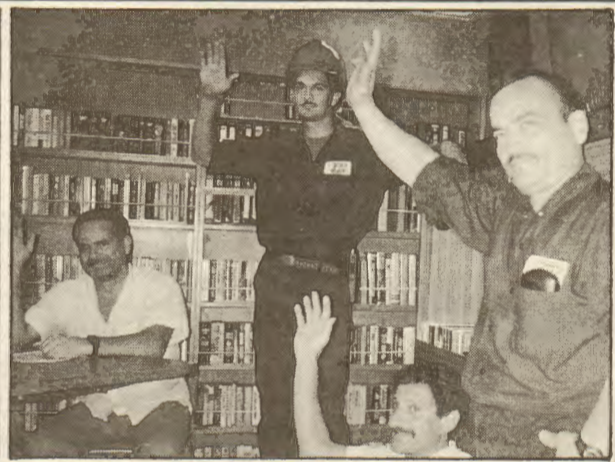
The ETC contract, which in many regards parallels the union's standard tanker agreement, will cover SIU members through 2001.

The ETC vessels crewed by Seafarers include the *Aquarius*, *Aries*, *Capricorn*, *Gemini*, *Leo*, *Libra*, *Taurus* and *Virgo*.

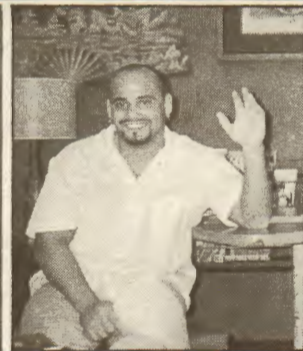
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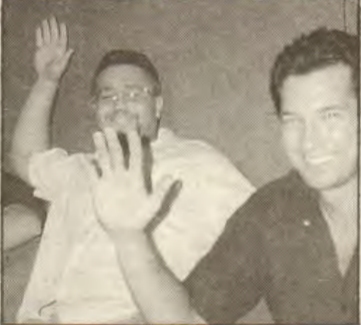
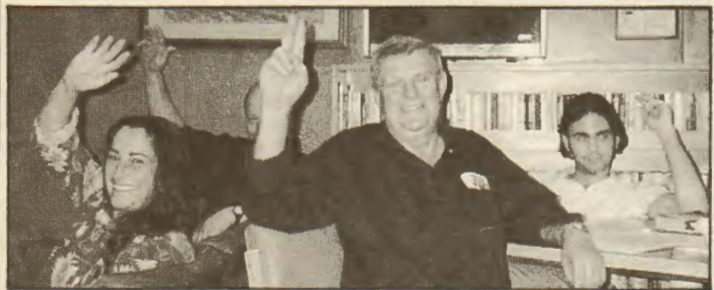
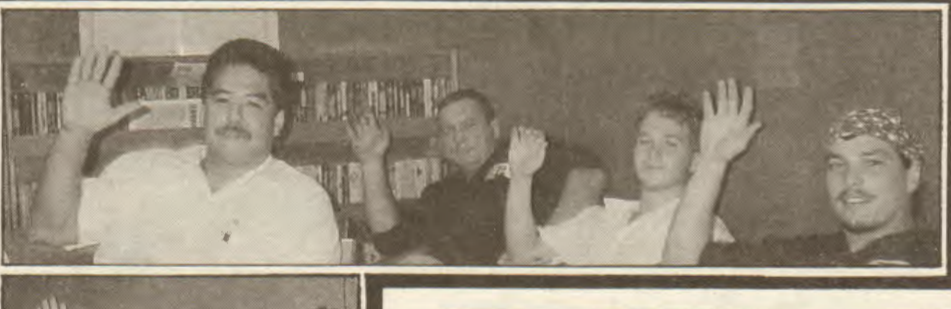
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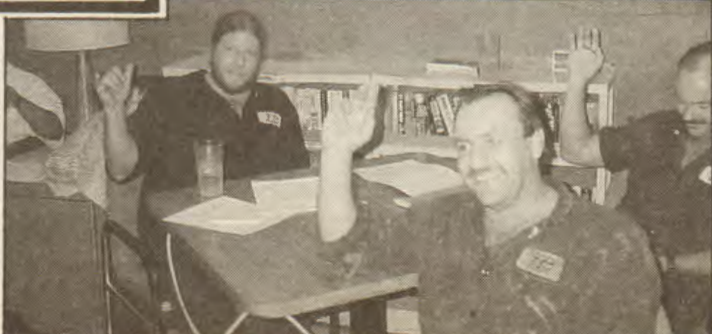
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Seafarers Back Striking Machinists

St. Louis Rally Draws Thousands of Supporters

Approximately a dozen SIU members from the port of St. Louis and their families were among the estimated 10,000 trade unionists and other backers who participated in a massive demonstration August 11 in support of Machinists on strike at the McDonnell Douglas plant in that city.

The rally, dubbed "March for American Jobs," featured a 3-mile trek that culminated near the company's world headquarters, also based in St. Louis. The event drew union members from several states.

"This is the first time I've been part of a rally like this. I was surprised at the number of people who showed up, but the turnout was great," said SA Brian Sargent. "I hope our support helps spur further negotiations and resolve the strike."

A 1992 graduate of the Paul Hall Center's program for entry-level mariners, Sargent noted that his father, Ron, who is a member of the United Auto Workers, also participated with him in the march.

Approximately 6,700 members of the International Association of Machinists' (IAM) District 837 have been on strike at McDonnell Douglas in St. Louis since June 5, after they rejected a contract proposal by the company that threatened their job security. Specifically at issue is the company's increasing amount of "outsourcing"—a fancy name for taking away work from union members and giving it to non-union contractors. In this case, the aircraft manufacturer also has been transferring work to non-union plants in Mesa, Ariz. and Macon, Ga. as well as overseas factories.

The union also has noted that McDonnell Douglas, America's largest defense contractor—which

raked in \$770 million in profits last year—has given workers at the St. Louis plant one raise in the last four years and proposed the same for the next four years.

The workers build military aircraft and missiles.

Following the march, AFL-CIO Secretary Treasurer Richard Trumka told the crowd, "America is sick of corporate greed. That's why thousands of people traveled hours to be here today. America is sick of rich corporations sending our best jobs and technologies overseas, and taking huge executive bonuses while laying off loyal American workers."

"And McDonnell Douglas is a taxpayer-supported corporation, which makes their behavior doubly offensive," he added.

IAM President George Kourpias stated that District 837's battle for job security "is a fight for all American workers. We all have to think about our children and their future. How would it be if we told them they will have to change jobs five times in their lifetime? That wouldn't be right. That wouldn't be American."

He pointed out that the Machinists at McDonnell Douglas simply want the same job-security terms that exist elsewhere throughout the industry. "We seek the same basic job-security provisions that already cover workers at Boeing, General Electric, Pratt & Whitney."

The job skills of the strikers, as well as the folly of McDonnell Douglas' attempts to continue production without the union members, gained national attention on June 19. That day, a Navy F/A-18C Hornet fighter crashed outside a St. Louis suburb after having major repair work done by white-collar supervisors at the plant. The test pilot was killed.

Despite that incident and the union's warnings against having high-performance aircraft manufactured, inspected and maintained by people untrained and unfamiliar with that complex work, the company later hired approximately 2,000 temporary scabs to work at the plant.

"McDonnell Douglas does \$9.2 billion a year in business with the U.S. taxpayers, and they are spending millions of our tax dollars hiring, training and housing strikebreakers. That is absolutely unacceptable," observed Kourpias.

Negotiations have been sporadic since the strike began, although the union proposed a new contract early last month that the company rejected.

Shocking Comments

Perhaps the most shocking moment of the Machinists' ordeal took place nearly two months before the strike, during an April 11 meeting between union contract negotiators and company president Herb Lanese.

According to the *AFL-CIO News*, the union filed a National Labor Relations Board complaint against the company because of



Seafarers and their families were part of a major rally August 11 in St. Louis in support of striking Machinists. Among those making up the SIU contingent were (kneeling, from left) Joseph and Trevor Manion, (standing) Betty Miller, Eileen Palmer, Brian Sargent, Becky Sleeper, Ron Sargent and Patty Hefner.

alleged suppression and shredding of company records from that meeting. But union records of the meeting show Lanese said McDonnell Douglas closed an electronics factory in St. Charles, Mo. in 1990—putting 300 people out of work—"out of spite . . . to prove to the union that we could do it," and that he hoped children of union members at Boeing and Lockheed Martin "starved to death," according to the newspaper.

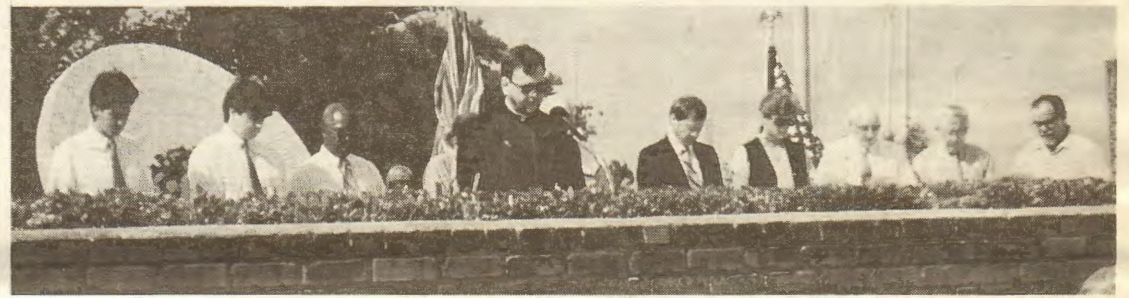
The article further quotes Lanese as saying, according to union records, "You in the IAM think of the people in Boeing in Seattle and the people at Lockheed

Martin as your brothers and sisters. You have to look at them like I do: as your mortal enemy. I wish they were dead. I wish their children starved to death. I wish they would lose their houses. When you all get that mind set, then we'll be in synch."

The president of IAM District 837, Gerry Oulsen, said the remarks "demonstrate a shocking and destructive mind set."

The union subsequently refused to accept an informal settlement of the complaint "because it required the company to post a notice in the shop, and our members aren't in the shop," Oulsen said.

Honoring America's Mariners



U.S. merchant mariners past and present were honored throughout the nation on Maritime Day, May 22, with Seafarers participating in many of the ceremonies. Above, AB Sinclair Oubre (at microphone), an SIU member who also is a Catholic priest, says a prayer to open the service that took place in Port Arthur, Texas.

Former Seafarer Carries Olympic Torch Through Florida Town

Watching his son carry the Olympic torch through Florida stands out as one of the highlights of SIU retiree Ken Shorkey's life.

"There has been no greater thrill," the 69-year-old former Great Lakes member told a reporter for the *Seafarers LOG*.

That may be hard to imagine, considering that this energetic retiree sailed for 47 years in such ratings as watchman, wheelsman and bosun. In addition, Shorkey served as port agent in Detroit, Alpena and Algonac, Mich. as well as Buffalo, N.Y.

His son, Martin Shorkey, a former Seafarer, was chosen by the United Way to run the Olympic torch between Hallandale and Hollywood, Fla. on July 5, 1996. Martin was one of five "community heroes" selected as a torch runner.

"It was a great honor to see my son carrying the torch," said the former union official. "I just am so proud of him. It touches me deeply when I talk about him. He is a great kid who worked hard to get where he is today," noted Shorkey.

"It was a phenomenal experience," recalled Martin Shorkey of the Olympic torch relay. "It brought tears to the eyes of grown men. It was something our country really needed. I don't remember a time recently when people all over America gathered for a common cause. Being a part of such an event was the most important experience of my life."

Seafaring Career

Martin followed in his father's footsteps and began sailing on the Great Lakes in 1978. However, his was not to be a lifelong career. In

1981, after receiving an associate's degree in criminal justice from St. Clair Community College in Port Huron, Mich., Martin moved to Hallandale, Fla. where he has been an officer for the Hallandale Police Department for 13 years.

"While I would not trade a minute of my time sailing on the Lakes, I always knew it was not what I wanted to do for the rest of my life," he said.

"I sailed specifically to raise the money I needed to go to school and get an education. Sailing was an incredible experience that taught me a lot. The jobs are very tough, and working on those ships made me admire my father for the career path that he had chosen for himself," Martin stated.

According to the younger Shorkey, he has always wanted to be a police officer. "It is all that I have ever wanted to do in life, and I love it," he said.

Rising Community Star

Since becoming a member of the Hallandale Police Department, Martin has received numerous awards and gained public recognition for programs and projects he originated to help Hallandale's children.

He teaches a drug awareness program to children in kindergarten through fifth grade at Hallandale Elementary School.

In addition, he began a special reading program for kindergarten classes at the elementary school.



Known as a "community hero," former Seafarer Martin Shorkey proudly holds his Olympic torch following his participation in the torch relay on July 5. He is surrounded by (from left) his father, SIU Pensioner Ken Shorkey; mother, Barbara; daughter, baby daughter, Cassidy; and wife, Doris.

He designed the program to help young children feel comfortable talking with police officers.

"It started with just me spending 20 minutes a week going over and reading to the kids. Then other officers became interested and enthusiasm for the project has spread throughout the force.

"Also, we have local firefighters who go over once a week. It is really touching to see how involved everyone has become. The biggest reward of all is to see the wonderful response we are getting from small children

who know that police officers, and now firemen, are their friends," he said.

In fact, unknown to Martin, the children of Hallandale Elementary School spent the winter and spring months popping and selling popcorn in order to raise \$300 to buy the Olympic torch carried by Martin in the relay. They presented the torch to Martin who said he felt "touched beyond words."

"I'm very proud of Martin. He does so much and everyone who knows him, loves him," his father stated.

Seattle Hall Relocates in October

The Seattle SIU hall will be moving to Tacoma, Wash. and is scheduled to begin operations there on October 14.

The new hall will be located at 3411 South Union Street. The phone numbers for the new hall—effective October 14—are as follows: (206) 272-7774, 272-7775 and 272-7776. The FAX number will be (206) 272-4121.

Directions to the hall follow:

- From Seattle, take Interstate 5 South to Exit 132 (South 38th Street/West).

- Go approximately one mile to the fourth stoplight (Union Street) and turn right.

- Go to the next stoplight. The union hall is located on the corner of 35th and Union, diagonally to the right. The building is light green with a stone exterior.

OR

- From south of Tacoma, take I-5 North to Exit 132 (South 38th Street/West), then follow directions above.

Registration Books Will Be Closing Soon

Many States Shut Off Voter Eligibility During Early October

The political conventions are over. Labor Day has come and gone. And schools are all across the country have reopened their doors.

Now is the time many people begin paying attention to the fact that there will be a national election in two months.

However, in most states, there is one date that will occur in early October that is just as important as the November 5 election. That is when voter registration offices close their books. Thus, only those individuals who have registered will be allowed to cast ballots on November 5.

A majority of states as well as the District of Columbia, American Samoa and the U.S. Virgin Islands close their rolls to register new voters within the first days of October. Other states have different registration dates throughout October, while six states (Idaho, Maine, Minnesota, New Hampshire, North Dakota and Wisconsin) permit voters appearing at the polls to register on Election Day itself.

Because there is no national election or registration system, the *Seafarers LOG* is providing members and their families with this chart listing each state and territory, its registration deadline, residency requirement and a telephone number for additional information. The chart also shows if there will be a senate election in that state, the number of representatives the state sends to Congress and the time the polls will be open on November 5.

Like all other elections, the voting that will take place Election Day is very important to Seafarers and their families.

SIU members will join other voters across the country in electing the president and vice president, who will serve for the next four years. Out of the 100 U.S. Senators serving in Washington, D.C., 34 of their seats will be up for grabs November 5. All 435 members of the House of Representatives will face the voters. And 11 states as well as American Samoa and Puerto Rico will be selecting governors.

Government at all levels plays a very important role in the way Seafarers are able to do their work. No matter if a member is sailing aboard a vessel in the ocean, along a Great Lake or on an inland waterway, how the job is performed will be affected in one way or another by federal, state or local laws.

In fact, at the federal level alone, more than 140 agencies and nearly 100 congressional committees and panels have some type of oversight jurisdiction over the U.S.-flag merchant marine. Then, there are the numerous regional, state and local agencies that deal with America's ports, harbors, Great Lakes, inland waterways and fishermen.

The legislators who will be elected November 5 face a number of issues that are important to Seafarers and their families. Among them is the revitalization of the U.S.-flag commercial fleet.

Last year, legislation was enacted that allowed U.S.-flag tankers to export Alaskan North Slope crude oil. Shortly

Registration and Polling Information by States and Territories

STATE	Registration Deadline General Election	Residency Requirement	More Information Telephone Number	Senate Race	No. of State Congressmen	Polling Hours
Alabama	Oct. 25	None	(334) 242-7210	Yes	7	Varies
Alaska	Oct. 5	30 days	(907) 465-4611	Yes	1	7am-8pm
Am. Samoa	Oct. 5	2 years	(684) 633-4962	No	1 del.	6am-6pm
Arizona	Oct. 7	29 days	(602) 542-8683	No	6	6am-7pm
Arkansas	Oct. 6	None	(501) 682-1010	Yes	4	7:30am-7:30pm
California	Oct. 7	None	(800) 345-VOTE	No	52	7am-8pm
Colorado	Oct. 7	29 days	(303) 894-2680	Yes	6	7am-7pm
Connecticut	Oct. 22	None	(203) 566-3106	No	6	6am-8pm
Delaware	Oct. 15	None	(302) 739-4277	Yes	1	7am-8pm
D.C.	Oct. 7	30 days	(202) 727-2534	No	1 del.	7am-8pm
Florida	Oct. 7	29 days	(904) 488-7690	No	23	7am-7pm
Georgia	Oct. 7	None	(404) 656-2871	Yes	11	7am-7pm
Guam	Oct. 25	None	(671) 477-9791	No	1 del.	8am-8pm
Hawaii	Oct. 7	None	(808) 453-8683	No	2	7am-6pm
Idaho	Election Day	30 days	(208) 334-2852	Yes	2	8am-8pm
Illinois	Oct. 31	30 days	(217) 782-4141	Yes	20	6am-7pm
Indiana	Oct. 7	30 days	(317) 232-3939	No	10	6am-6pm
Iowa	Oct. 24	10 days	(515) 281-5865	Yes	5	7am-9pm
Kansas	Oct. 21	None	(913) 296-4559	Yes-2	4	7am-7pm
Kentucky	Oct. 7	28 days	(502) 573-7100	Yes	6	6am-6pm
Louisiana	Oct. 11	None	(504) 389-3940	Yes	7	6am-8pm
Maine	Election Day	None	(207) 287-4186	Yes	2	Varies
Maryland	Oct. 7	29 days	(800) 222-8683	No	8	7am-8pm
Massachusetts	Oct. 16	20 days	(617) 727-2828	Yes	10	7am-8pm
Michigan	Oct. 7	30 days	(517) 373-2540	Yes	16	7am-8pm
Minnesota	Election Day	20 days	(612) 296-2805	Yes	8	7am-8pm
Mississippi	Oct. 5	30 days	(601) 359-1350	Yes	5	7am-7pm
Missouri	Oct. 9	None	(573) 751-3295	No	9	6am-7pm
Montana	Oct. 7	30 days	(406) 444-4732	Yes	1	8am-8pm
Nebraska	Oct. 25	None	(402) 471-2554	Yes	3	8-8 central 7-7 mountain
Nevada	Oct. 5	30 days	(702) 687-3176	No	2	7am-7pm
N.Hampshire	Election Day	None	(603) 271-3242	Yes	2	8am-7pm
New Jersey	Oct. 7	30 days	(609) 292-3760	Yes	13	7am-8pm
New Mexico	Oct. 8	None	(505) 827-3600	Yes	3	7am-7pm
New York	Oct. 11	30 days	(518) 474-6220	No	31	6am-9pm
N.Carolina	Oct. 11	30 days	(919) 733-7173	Yes	12	6:30am-7:30pm
North Dakota	No Registration	30 days	(701) 224-2904	No	1	Varies
Ohio	Oct. 7	30 days	(614) 466-2585	No	19	6:30am-7:30pm
Oklahoma	Oct. 11	None	(405) 521-2391	Yes	6	7am-7pm
Oregon	Oct. 15	21 days	(503) 378-4144	Yes	5	7am-7pm
Pennsylvania	Oct. 7	30 days	(717) 787-5280	No	21	7am-8pm
Puerto Rico	Sept. 17	1 year	(809) 724-4979	No	1 res. comm.	8am-4:30pm
Rhode Island	Oct. 5	30 days	(401) 277-2340	Yes	2	7am-9pm
S.Carolina	Oct. 5	30 days	(803) 734-9060	Yes	6	7am-7pm
South Dakota	Oct. 21	None	(605) 773-3537	Yes	1	8-8 central 7-7 mountain
Tennessee	Oct. 5	None	(615) 741-7956	Yes	9	Varies
Texas	Oct. 6	None	(512) 463-5701	Yes	30	7am-7pm
Utah	Oct. 15	30 days	(801) 538-1040	No	3	7am-8pm
Vermont	Oct. 26	None	(802) 828-2464	No	1	Varies
Virginia	Oct. 7	None	(804) 786-6551	Yes	11	6am-7pm
Virgin Islands	Oct. 6	6 months	(809) 774-3107	No	1 del.	7am-7pm
Washington	Oct. 5	30 days	(360) 753-7121	No	9	7am-8pm
West Virginia	Oct. 7	30 days	(304) 558-6000	Yes	3	6:30am-7:30pm
Wisconsin	Election Day	10 days	(608) 266-4121	No	9	Varies
Wyoming	Oct. 4	None	(307) 777-7186	Yes	1	7am-7pm

after passage, tankers came out of layup to handle the new work.

Earlier this year, the Maritime Administration announced it would provide loan guarantees to build five new double-hull tankers that will sail along the Atlantic and will be crewed by Seafarers.

Other parts of the U.S.-flag fleet also have drawn the attention of elected officials. Congress has been debating legislation that would provide money to help fund nearly 50 militarily useful U.S.-flag vessels, including containerships. This 10-year program, known as the Maritime Security Act, cleared the House with solid bipartisan support, but awaits final action in the Senate.

Another issue of importance to SIU members which has been before Congress and some state and local bodies in the last year is the preservation of the Jones Act, the nation's freight cabotage law. This measure has a direct impact on all Seafarers no matter where and on what type of vessel they sail.

Besides maritime concerns, there are the issues that touch on the lives of all Americans: the economy, health care, education, safety on the job and so many more.

Since its inception in 1938, the SIU has had a strong tradition of being politically active. Members and their families know the value of writing letters, making telephone calls, attending rallies and volunteering in campaigns.

Seafarers also are able to support candidates who back maritime issues through their voluntary contributions to the Seafarers Political Action Donation (SPAD) fund.

Through its membership in the AFL-CIO, the SIU participates politically with the federation of the nation's trade unions. The AFL-CIO provides information about candidates, issues and voting records to union members at the state and local levels.

With its involvement with the Maritime Trades Department, the SIU works with other unions to furnish details on maritime-related concerns.

Attention: Seafarers Who Will Be Aboard Ship Election Day

SIU members who know they will be away from home on November 5 and who are registered to vote should contact their local or state election office to receive an absentee ballot. This can be done in person, by phone or through the mail.

For those members already sailing who will not be able to return home before Election Day, all SIU halls have been sent information and forms to use the Federal Post Card Application, which is recognized by all states for members of the merchant marine and armed services, to register to vote and to receive an absentee ballot.

Finally, for those sailing overseas, U.S. embassies and consulates around the world as well as U.S. military bases should have voter registration and absentee ballot forms and information.

Maritime Briefs

SIU-Crewed Oil Response Vessel Relocated to Delaware

The SIU-crewed *Delaware Responder*, a Dyn Marine oil response vessel, is being relocated on the Delaware River to help clean up oil spills that may occur as a result of heavy tanker traffic.

The *Delaware Responder* is being transferred from Gloucester City, N.J. to Delaware City, Del. The vessel will be situated close to various refineries on the river, where giant tankers regularly sail to and from oil terminals.

The ship, which is owned by Marine Spill Response Corp. (MSRC), has a nine-person operating crew. In the event of an oil spill, the *Delaware Responder* (as well as the other 15 SIU-crewed oil response vessels) has quarters for up to 38 people. The 208-foot vessel is equipped with a helicopter landing pad and carries a 32-foot boom boat, two work boats, oil containment booms and skimmers.

Dyn Marine, a subsidiary of DynCorp., operates the oil spill response ships in behalf of MSRC, a not-for-profit corporation created by major oil companies following the passage of the Oil Pollution Act of 1990 (OPA '90). The oil response vessels are located at various ports along America's coastlines, Hawaii and the U.S. Virgin Islands.



Crowley American Transport Identified as 'Best of the Best'

SIU-contracted Crowley American Transport has been named a "Best of the Best" ocean carrier in the August issue of *Distribution* magazine.

The title is a result of the magazine's 1996 "Quest for Quality Survey." The survey is the only industry-wide quality recognition program in transportation, according to the magazine.

The quality questionnaire was distributed to shippers who have used Crowley and other services in the past year. The Jacksonville, Fla.-based subsidiary of Crowley Maritime Corp. received high marks in on-time performance, value, equipment and operations, customer service, and administration and staff. To receive the honorary title of "Best of the Best," Crowley met and/or exceeded the industry average in all five categories, based on the survey.

Crowley American Transport provides liner and common carrier service between Canada, the United States and countries in Central America, South America and the Caribbean.



Taiwanese Officers Charged With First-Degree Murder of Romanian Stowaways

A Taiwanese ship captain and six fellow Taiwanese crewmembers were released from jail on bail after being charged with the first degree murders of three Romanian stowaways during two separate voyages between Spain and Canada in March and May.

At press time, the captain, first mate, second mate, chief engineer, ship's carpenter, chief cook and radio operator of the Taiwanese-flag *Maersk Dubai* had been released from jail in Halifax, Nova Scotia. News reports state that the crewmembers were ordered to remain in Nova Scotia for an extradition hearing later this month. The *Maersk Dubai* crewmembers will face murder charges in either Romania or Taiwan. Lawyers from both countries continue to argue over who will get custody of the accused murderers.

On March 12 the captain of the *Maersk Dubai* ordered Filipino crewmembers to create a raft out of empty barrels for the forced departure of two Romanian stowaways who were discovered by the ship's officers. The stowaways were mercilessly thrown over the side by the officers, after one of the Romanians begged on his knees to be allowed to live. The Filipino crewmembers, who reported the incident to authorities, stated the stowaways were last seen in the ocean struggling to stay afloat on the quickly disintegrating raft.

In a different event two months later, another Romanian stowaway was caught, beaten and stabbed by officers on the deck of the containership. He was not seen again and was presumably thrown to his death at sea.

In late May, eight Filipino crewmembers fled the ship when it docked in Halifax and informed authorities of the atrocities that had taken place. Included among those who left the ship was one Romanian stowaway whom the Filipino crewmembers kept hidden and fed during the trans-Atlantic voyages.

The captain and six crewmembers were arrested in Halifax by the Canadian port police after investigators, immigration officials and an International Transport Workers Federation (ITF) inspector boarded the vessel.

The captain and crewmembers deny the murder charges, stating that the stories were made up by the Filipino crewmembers who seek asylum in Canada.

Canada has very strict regulations on stowaways which have resulted in shipping companies being required to pay fines in the hundreds of thousands of dollars for transporting them into Canadian ports. However, it is easy for stowaways to get refugee status in Canada, thus resulting in a high number of unauthorized passengers aboard ships headed to that country.



'96 Figures Show Increase in Lives Lost at Sea

A report released by the Institute of London Underwriters (ILU), an insurance group that gathers global statistics of ship casualties, notes that in the first half of 1996, 730 people were killed or reported missing as a consequence of shipping accidents. The figure is substantially higher than the 1995 total of 316 lives lost at sea.

Many of the lives lost in the first half of this year were victims of the May 21 sinking of the Tanzanian ferry *Bukoba*, which capsized and sank on Lake Victoria in eastern Africa. The ferry carried nearly 600 passengers, many of whom perished at sea.

Other ferry incidents in the Philippines, Bangladesh and Indonesia may account for some 500 additional deaths, according to the ILU. However, the institute only collects information surrounding the misfortunes of ships that are 500 gross tons or more, so accidents involving small ferries and other small craft are not included in the figures.

According to Stephen Redmond, the chairman of the institute's hull committee, aging vessels, poorly trained crews and inadequate maintenance have contributed to the increase of maritime accidents.

Panamanian-flag vessels had the worst accident record with 11 ship losses this year, said the ILU.



AP Photo/Ricardo Figueroa

A view of the rooftops of a housing project on St. Thomas, U.S.V.I. after Hurricane Bertha shows how the storm ripped off tarps that were being used as temporary covers following the September 1995 devastation caused by Hurricane Marilyn. Bertha hit the island in July.

Hurricane Bertha Unleashes Her Fury SIU Crews Keep Ships Out of Storm's Wrath

In July, Seafarers were called to duty in Baltimore, Norfolk, Va. and San Juan, P.R. as Hurricane Bertha, the first hurricane of the Atlantic season, threatened the Atlantic Coast.

SIU-crewed vessels were sent out to sea, diverted from the ports and moved to different berths in order to escape possible damage from the storm—which had a circumference of 460 miles.

In early July, SIU members began feeling the effects of Bertha when the storm approached the U.S. Virgin Islands. At that time, Bertha was a Category 1 storm, with sustained winds between 80 and 90 miles per hour. (Category 5 storms are the most severe.)

Seafarers React to Storm

On Monday, July 8, following a warning about Hurricane Bertha from the National Weather Service, the U.S. Coast Guard shut down the port of San Juan for 36 hours.

A hurricane emergency plan was activated and Seafarers sprang into action by assisting in operations to prepare the port for the storm. Ships scheduled to arrive in San Juan were diverted and vessels remaining in port were secured. All material and equipment on the piers were tied down.

Seven SIU-contracted Crowley American Transport tugboats in the port were crewed and their barges were tied up to berths along piers.

However, Puerto Rico was spared the total force of the storm as the eye of Bertha passed just to the north. The storm came within 45 miles of the island and winds of 50 miles per hour, with gusts of about 75 miles per hour, were felt.

After leaving the Caribbean, Bertha was upgraded to a Category 3 storm when its winds reached more than 115 miles per hour.

On July 12, the hurricane hammered several coastal towns along the Carolina Outer Banks with winds of 118 miles per hour. The forceful gales ripped roofs off houses, downed trees, knocked out power and spawned small tornadoes.

Bertha also forced the evacuation of ocean-front resort towns in South and North Carolina.

SIU emergency crews were called aboard the *Cape Lambert* and *Cape Lobos*, which were docked in Wilmington, N.C., where the eye of the hurricane hit. Seafarers kept the ships tightly secured in the driving rain and 115 mile-per-hour gales by maintaining 24-hour watches.

On July 11, in Norfolk, a hurricane emergency crew including SIU members boarded the *USNS Altair* to sail out of the port to avoid the remaining effects of Bertha. Sustained winds in the storm had dropped to 80 miles per hour, but weather forecasters warned that Bertha would maintain that much force or strengthen as it continued along the Atlantic coastline.

Additional SIU members were called aboard the *Cape Race*, *Cape Rise*, *Cape Ray*, *Flickertail State* and *Cornhusker State*, which were also docked in Norfolk. The military-contracted vessels were secured to the dock to wait out the storm. SIU members maintained around-the-clock watches to make sure the vessels remained at the dock with the lines

tightly in place during the turbulent conditions.

SIU Port Agent Mike Paladino noted that of the hundreds of SIU members who reside in the Norfolk, North Carolina and South Carolina areas, no one was hurt or suffered serious damage to their homes. All Seafarers who manned the SIU vessels during Hurricane Bertha remained safe.

"The crewmembers aboard all of the vessels under the hurricane emergency plan did an outstanding job," noted Paladino. "They worked hard through the entire storm. They were out on deck manning the lines in the high winds and rain. We were very fortunate that the storm was not worse and that there were no casualties or damage done to the vessels or port," Paladino said.

Crews Praised

Paladino noted that officials from Amsea, the company that operates the *Cape Lambert* and *Cape Lobos*, called to commend "the excellent SIU crews who worked aboard the two ships and who did an incredible job keeping the vessels safe in very dangerous conditions."

According to the National Weather Service, Hurricane Bertha was a rare storm because of how early in the hurricane season it hit and the enormous area of the U.S. that was affected. (Hurricane season officially began June 1 and extends through November 30.)

In addition, the National Weather Service said the force of this early storm initially resembled Hurricane Hugo in 1989, which devastated the Caribbean region and the southeastern U.S. with winds of more than 140 miles an hour.

While the storm left Seafarers unscathed, for thousands of UIW members who reside in the U.S. Virgin Islands, Hurricane Bertha undid most of the repairs that have dragged on since Hurricane Marilyn hit, a much more severe storm that crippled the Caribbean region in September 1995.

On July 8, Hurricane Bertha battered St. Thomas and St. John with heavy rain and wind gusts of up to 100 miles an hour.

The storm shredded temporary tarpaulin roofs that had been the only cover for thousands of residents, including many UIW members who suffered major damage to their homes less than one year ago. Doors and roofs were ripped off an additional number of homes, and tree limbs and power lines were whisked away.

St. Croix, located approximately 40 miles from St. Thomas and St. John, sustained very minor wind and water damage.

According to Amos Peters, vice president of the UIW's Caribbean region, which is home to approximately 4,000 UIW members, Hurricane Bertha added to the stress of the already hurricane-battered residents.

"We are all coping as best as we can but it is very stressful. There are so many repairs yet to be completed and Hurricane Bertha was just the beginning. August and September are when we really start to worry because it is the peak of the entire hurricane season," Peters stated.

Basketball-Playing Seafarer Advances In Life and Game

For Bosun Sonny Pinkham, basketball is much more than a sport. It is a lifelong love that has contributed to his self-esteem, confidence and, ultimately, his success in life.

"Basketball gave me something to do and someone to become. I began playing in second grade and I have played ever since," Pinkham told a reporter for the *Seafarers LOG*.

From elementary school rookie to a college all-star captain, and most recently as an international competitor, basketball has always helped Pinkham shape his goals and build ambitions.

A native of Bath, Maine, where the Bath Ironworks shipyard is located, Pinkham also grew up around the maritime industry. In fact, according to Pinkham, about one out of four of his high school classmates went on to attend Maine Maritime Academy.

"I wanted to play basketball and the academy didn't have a team, so I applied and was accepted into the University of Maine in Machias (a NAIA Division III school). In my senior year I was named captain of my team and became a conference all star," recalled Pinkham.

Injury Forces Change

After his college graduation in 1979, he was offered a spot on a Continental Basketball Association team. "I loved basketball with my entire being but right around then I was beginning to have some trouble with my knee and had to have a couple of operations. I knew that if I started a professional basketball career that I would only be able to play for about 10 years before my leg really began to give me trouble. I really needed a lifetime career," Pinkham said.

After a brief period spent working at Bath Ironworks, Pinkham moved to Texas. It was there he decided to begin his sailing career with Sabine Towing. However, his plan fell short.

"When I went to a Sabine employment office, they told me that they only hired SIU members," he said.

Soon after, Pinkham made the first of many trips to the Lundeberg School. He enrolled as a member of trainee class number 319 and graduated from the entry level program in 1980. His first ship was the *Santa Mercedes*.

In 1993, Pinkham returned to Piney Point and once again graduated — this time from the bosun recertification program.

"My time spent at Piney Point, both as a trainee and as an upgrader was a great experience," said the bosun. "I have made a great living as a Seafarer and it all lies in continuing my education. Others need to realize that they need to keep up with the industry. Education and ambition is the key to everything," noted Pinkham.

"You can make a lot out of yourself through the SIU. There is a lot of opportunity if you keep your nose to the grindstone. It is worth every minute of time that I have spent improving myself," he added.

The Salt and Soot

In his 16 years of sailing, Pinkham's love and enthusiasm for basketball has never wavered.

"Whenever I am out at sea, I do my best to get my crewmembers to take an active interest in the sport. From just throwing the ball around on our off time to forming leagues for games, we play whenever we get the chance," he stated.

Pinkham put his passion for the sport to work aboard the *ITB New York*. After getting permission from Sheridan Transportation, which operates the vessel, the bosun and his crewmembers created a regulation-sized basketball court.

"We put up a net behind the house—between the two stacks—so the ball couldn't bounce over the side during the games. In addition, we put up a basket and backboard and painted the deck area with non-skid paint.

"We then lined the court with a foul-shot line and a three-point line and set up lights so that we could play at night," described Pinkham.

"The enthusiasm of others has been incredible. When you are out at sea, there is very little to do for exercise. When I formed the teams I made sure that everyone knew that they didn't have to be a good player. They just needed to want to get out and exercise and have a good time. Just about everyone has the interest and motivation to get out and enjoy themselves with their crew mates. It is a lot of fun for us and it keeps morale up while at sea," he said.

As the success and excitement for the *ITB New York* "Salt and Soot" teams grew, similar courts and teams were established aboard the *ITB Baltimore* and *ITB Mobile*.

"Basketball was all I had growing up as a kid and it helped open a lot of doors for me—both personally and professionally. It made me competitive and helped teach me how to enjoy life. It has given me something to constantly strive for, something to look forward to. So while we are out at sea, if I can teach others a bit of what I have learned over the years, then I am happy," Pinkham stated.

International Games

Early this summer, Pinkham took his basketball talents to the international level when he tried out and made a team representing the USA in the International Basketball Tournament held in Worcester, Mass. July 8 - 13.

"It was so exciting to be part of such an important event," noted Pinkham. "Here I was on the same team as some of the best players in the world and meeting some of my boyhood basketball favorites," said the bosun.

"One of the neatest parts of the entire tournament was that it featured some of the best 6'2" and under basketball players from around the world. That is short when you're talking in terms of basketball players," he noted.

According to Pinkham, the tournament was begun by basketball great Bob Cousy and the city of Worcester. The week-long event was designed to help spark the interest of international students in East Coast colleges. The tournament was attended by some of the most prominent college coaches in the U.S. as well as numerous basketball greats.

"It wasn't just about basketball," recalled the bosun. "There was music, good food and educational seminars. We all had the opportunity to bring our families and the whole thing was good fun," Pinkham said.

Pinkham noted that one of the greatest thrills of the event was participating in a seminar led by basketball legends Cousy and "Red" Auerbach. Others taking part in the seminar included University of North Carolina head coach Dean Smith, Univer-



Bosun and Team USA member, Sonny Pinkham, displays some of the gifts given to him by members of the Israeli team following his playing in the International Basketball Tournament in Worcester, Mass. this summer.

sity of Connecticut head coach Jim Calhoun and Georgetown University head coach John Thompson.

The tournament included more than 600 athletes from 17 different countries. In many ways, Pinkham noted, the tournament paralleled the Olympics where gold, silver and bronze medals are presented to the winning teams. Games were held at various area colleges during the week-long tournament.

In addition to Pinkham, Team USA included NBA all-star Randy Smith (New York Knicks), Tim Welchons of Siena College, Dave Pryzebyo of Wichita State, James Ryan of Utica College, Karl Heiner of Bucknell University, John Tryon of the University of Georgia and Dave Diwerc of Syracuse University.

Team USA battled squads from Israel, Azerbaidzhan, Lithuania, Albania, Canada and Moldavia.

Pinkham's team won three games which allowed them to play in the finals. It was subsequently defeated by Lithuania.

"Playing in the tournament was exciting as well as great fun. Playing with some of the best ballplayers from around the world challenged my physical condition and tested my skills. I think I did pretty good and I am proud to have participated," concluded Pinkham.

Retired Bosun Donates Knot Boards to Union

The Harry Lundeberg School of Seamanship in Piney Point, Md. has been added to the list of places that displays unique knot boards created by retired Bosun John Joseph "Jack" Pierce.

Pierce, who has created nearly 70 knot and splice displays, presented two of his creations to the school during the August membership meeting in Piney Point. Each of the boards exhibits 26 hand-tied knots and splices and includes a description

of the uses of each.

"I thought that they might be used as an instructional tool here at the school. While not all of these knots are as popular today, some of the young guys going through the trainee program might enjoy learning about the background and uses of some of the old-time knots and splices," said Pierce, an SIU member since January 9, 1946.

Adorned with tapered back splices, double beackets, mast-

head knots, common sheepshanks, ship's bell cords, monkey fists, carrick bends, running bowlines and many other knots and splices, Pierce's boards hang in the homes of Seafarers as well as aboard several SIU-contracted vessels.

In fact, Pierce presented his crewmembers aboard the *USNS Wright*, the last ship on which he sailed prior to his 1988 retirement, with one of his creations. The board still hangs in the crew

lounge, Pierce proudly notes.

"After 43 years with the SIU, old habits die hard," said Pierce, who recently spent a week vacationing with his wife in Piney Point. "I know how to make every knot there is and create all types of splices. While I was still sailing, my crew started encouraging me to create boards giving examples of all of the different knots and splices. So I just began by making a few and got better with time. Now everyone who sees the boards loves them and I get requests from all over," said the Drexel Hill, Pa. native.

One of Pierce's works donated to the Paul Hall Center is an oak-colored board that displays cotton fiber knots and splices. The second consists of Manila hemp knots and splices which are mounted on a light pine background.

The retired Seafarer, who describes his SIU career as "an interesting life," notes that after signing off his last vessel eight years ago, he has kept busy. In addition to making the knot and splice boards in his spare time, Pierce helps out at a local golf course, another of his passions.

"I don't think anyone who has sailed as long as I did can lead a sedentary life. I keep busy all

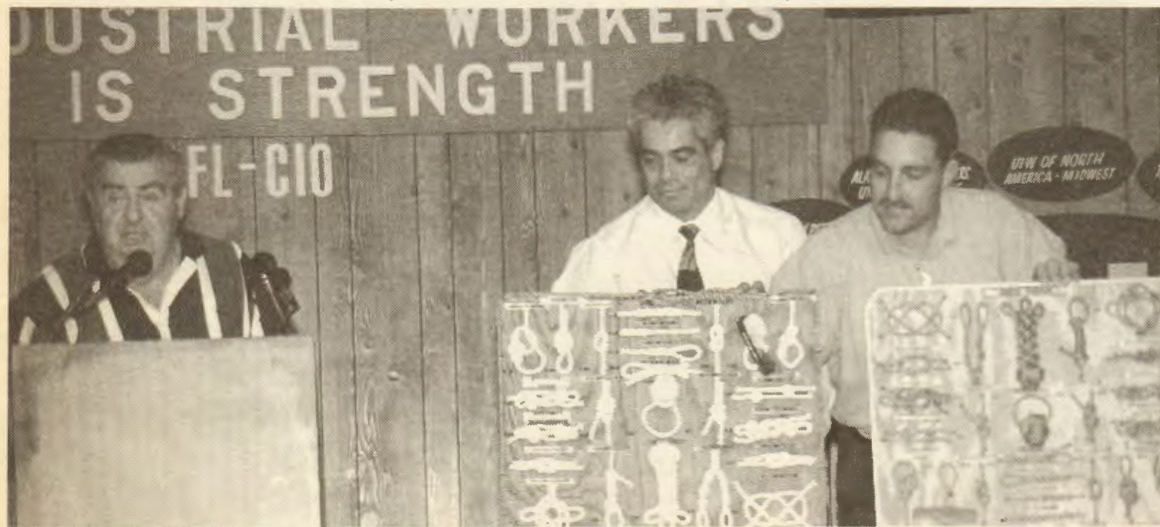
year through or I feel like I'm going to go crazy," noted Pierce, who graduated from the bosun recertification program in 1974.

"The SIU has been good to me," he said. "I am the father of five kids, a husband of 41 years and have become a grandpa three times over. The SIU helped me provide for a wonderful family. I was never home—at least not as much as I would have liked to have been—but I am still thankful. It was a good life," said Pierce.

Every two weeks, Pierce and a handful of other SIU retirees meet for lunch and dinner. The former SIU members gather at the Philadelphia union hall where they begin their biweekly reunion by swapping old sea stories over coffee.

"It is a way for us all to keep in touch and reminisce about our lives as SIU members. It is fun and we all enjoy telling the young guys how things used to be in our day," recalled Pierce.

"I have made some boards for my friends and a few of the young guys at the union hall. There is a real interest by others so I keep doing them. But most of all, I make them because I love to and it is a part of my past that I am passing on," concluded Pierce.



Retired Bosun John "Jack" Pierce says a few words at the August membership meeting in Piney Point, Md. after presenting two of his knot and splice boards to the school. Acting Paul Hall Center Vice President Nick Marone (middle) and SIU Asst. Vice President Dave Heindel (right) show off the creations to the audience.

Seafarers Scholarships Help Ease Financial Burden

As industries evolve and job markets become more competitive, the need for education in the United States continues to grow. But the price of education in America also continues to rise—at an average of 6 percent over last year.

The Seafarers Welfare Plan scholarship is one means of helping Seafarers and their family members attain their educational goals without breaking the bank.

Applications now are being accepted for the 1997 Seafarers scholarship program, which will award seven monetary grants to three SIU members and four dependents (spouses and eligible children).

The announcement of the 1997 scholarship program was made by the board of trustees of the Seafarers Welfare Plan, the sponsor of the program. All Seafarers and their spouses and children who plan to attend college are encouraged to complete a scholarship application. The deadline for submission of all required paperwork is April 15, 1997.

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

Since the inception of the program, an impartial committee of professional educators from colleges and universities has recommended 249 such awards.

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

The \$15,000 college scholarships will be paid at the rate of \$3,750 per year over a four-year period. The \$6,000 awards are paid at the rate of \$3,000 per year.

For most scholarship winners, receiving the cash award can greatly ease the financial burdens associated with attending college or university courses—room, board, living expenses, food, books, tuition, etc. And many former Seafarers scholarship winners—among them doctors, lawyers, engineers, pharmacists, librarians, teachers, computer specialists and scientists—would never have had the opportunity to pursue their educational interests without the SIU's help.

While the program is open to all eligible Seafarers and their dependents, there is one catch: One must apply in order to be considered for the award. And the full scholarship application will need to include a number of items—so the first step is to send away for the Seafarers Scholarship Program booklet to find out exactly what those items are. The booklet contains all the necessary information a prospective student will need to complete the application.

To receive a copy of this guide, fill out the coupon at the bottom of

DON'T BREAK THE BANK!



this page and return it to the address listed on the form.

Once the scholarship booklet has been received, applicants should first check the eligibility information.

For a Seafarer to be eligible for a scholarship, he or she must:

- be a high school graduate or its equivalent.
- have a total of 730 days of employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the Seafarer's behalf prior to the date of application.
- have at least one day of employment on a vessel in the six-month period immediately prior to the date of application.
- have 120 days of employment on a vessel in the previous calendar year.

(Pensioners are not eligible for scholarships.)

For a spouse to be eligible for a scholarship award, he or she must:

- be married to an eligible Seafarer or SIU pensioner.
- be a high school graduate or its equivalent.

For a dependent child to be eligible for consideration for a scholarship, he or she must:

- be an unmarried child of an eligible Seafarer or SIU pensioner for whom the member or pensioner has been the sole source of support the previous calendar year. (However, should a dependent child win an SIU scholarship and marry while receiving the award, he or she will not lose the grant by reason of such marriage.)
- be a high school graduate or its equivalent, although applications may be made

during the senior year of high school.

- be under the age of 19—or be under the age of 25 and be a full-time student enrolled in a program leading to a baccalaureate or higher degree at an accredited institution authorized by law to grant such degrees.

For both a spouse and dependent child to be eligible, the following conditions must be met:

- the sponsoring Seafarer must have credit for 1,095 days of covered employment with an employer who is obligated to make contributions to the Seafarers Welfare Plan on the Seafarer's behalf prior to date of application.
- the sponsoring Seafarer must have one day of employment in the six-month period preceding the

date of application and 120 days of employment in the previous calendar year (unless the eligible parent is deceased).

Once eligibility has been determined, the applicant should start collecting other paperwork which must be submitted with the full application by the April 15, 1997 deadline.

These include such items as transcripts and certificates of graduation. Since schools are often quite slow in handling transcript requests, it behooves applicants to ask for copies as soon as possible.

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

Since the scholarship awards are made primarily on the basis of high school grades and the scores of either College Entrance Examination Boards (SAT) or American College Tests (ACT), these exams need to be taken no later than February 1997 to ensure that the results reach the scholarship selection committee in time to be evaluated.

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

All completed applications MUST be mailed and postmarked ON or BEFORE APRIL 15, 1997.

If an applicant sent in a form last year and was not selected, he or she should try again this year. Two 1995 applicants were not selected that year but tried again in 1996 and were awarded scholarships. So—don't be discouraged. Just send in another updated application form.

Labor Day has come and gone—and that means schools have re-opened. So it is time to start thinking about your educational future.

Remember to fill out the coupon below and return it to the Seafarers Welfare Plan—or ask for a 1997 Seafarers Scholarship Program booklet at any SIU hall.

Financial Aid Offered By Other Labor Unions

Any financial assistance can help bear the brunt of paying for a college education.

In addition to the Seafarers Welfare Plan scholarship, many other international and local unions as well as AFL-CIO state and local central bodies currently provide similar monetary awards.

The AFL-CIO has printed a catalogue of the major scholarship programs and offers a guide to \$4,000,000 in union-sponsored scholarships, awards and student financial aid.

It should be noted that the scholarships listed are NOT offered by the national AFL-CIO, but rather by the individual unions directly.

A union member may order a single free copy of the guide by writing to: Scholarship Guide, AFL-CIO Publications and Materials Office, 815 16th Street, N.W., Room 209, Washington, DC 20006.

Please send me the 1997 SIU Scholarship Program booklet which contains eligibility information, procedures for applying and a copy of the application form.

Name _____

Book Number _____

Street Address _____

City, State, ZIP Code _____

Telephone Number _____

This application is for: Self Dependent

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

9/96

SEAFARERS FAMILY photos

The ever-expanding SIU family is what keeps this union strong. With members being away at sea for months at a time, the precious moments they share with their families are ones to be treasured forever. This page from the Seafarers family album captures some of those memories.

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



AB David M. Graves, who sails from the port of Houston, had an opportunity to visit his family in Ghana over the Easter holidays. With him are his wife-to-be, Annie, and his son, David Jr., who was born last November while Graves was aboard the Overseas Alice.



For New York Patrolman Sean Ryan and his wife, Cathleen, a lack of sleep is a small price to pay for the presence of their first child. Megan Ann Ryan arrived in good health at 7:10 a.m. on April 12, weighing 7 lbs., 6 ozs. and at 19 inches tall. In a very brief interview with the Seafarers LOG, Megan indicated she is leaning toward sailing in the deck department, since dad was an AB.



The family of OS Melvin Singletary is all smiles during a visit to the SPM hall in Baltimore. Accompanied by his wife, Monique, and son, Melvin Shane, Brother Singletary stopped at the union hall to cast his vote in favor of the new standard freightship and tanker contracts.



Wedding bells rang on April 18 for QOWT Ted Darby and his wife, Tara, who were married in Ft. Lauderdale, Fla. Ted, a graduate of the Paul Hall Center's trainee program, said he and Tara enjoyed "a small wedding, just the immediate families attended. It was great." The newlyweds honeymooned in several north-eastern cities - including Piney Point, Md. Ted noted that he and Tara hope to begin raising a family sometime in the next few years.

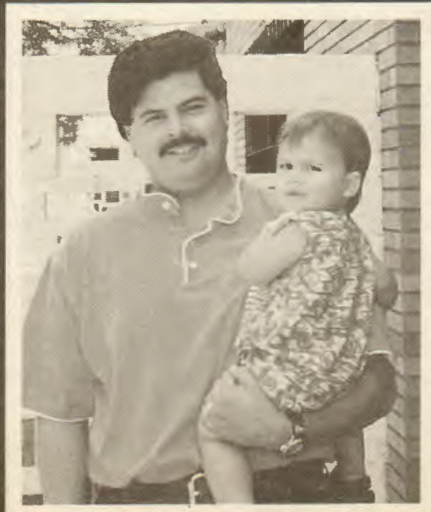


Six-year-old Amanda Iglesias (left) enjoyed her first trip to Piney Point when she went with her family to visit her father, Chief Cook Josue Iglesias, who was upgrading there. Also in the photo are Iglesias's wife, Maritza, and their 20-month-old daughter, Lisa. Amanda particularly liked riding her bike and feeding the ducks at the school.



Bosun Robert Walker enjoys some cool-water time with his children in Mobile, Ala. Walker has been aboard the USNS Shughart since January, first in San Diego and then in Norfolk, Va. This photo was sent to the LOG by Walkers' mother, Lydia.

Even though he did not vote, Devin LasDulce recently accompanied his dad, Chief Electrician Mike LasDulce, to the SPM hall in Norfolk, Va. for the contract ratification meeting. "I think he got a little bit tired near the end of the meeting," Mike said of Devin, whose conduct nevertheless was outstanding.



AB Melvin Leguillon and his wife, Waleska Santiago, dropped in at the San Juan hall recently to show off their new son, Eduardo.



AB Chris Kalinowski recently shared some good news with his family when he brought them to the SPM hall in Baltimore for the membership vote on the standard freightship and tanker agreements. According to terms of the new pacts, Seafarers such as Kalinowski have 100 percent medical coverage for reasonable and customary costs for their dependents. In Brother Kalinowski's case, that means expanded coverage for his wife, Jane, and newborn daughter, Cara.

Dispatchers' Report for Deep Sea

JULY 16, 1996 — AUGUST 15, 1996

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	36	26	3	19	16	1	10	63	42	5
Philadelphia	4	4	2	2	2	2	1	6	6	1
Baltimore	5	13	1	3	9	1	4	13	11	1
Norfolk	11	22	5	12	11	3	2	23	20	7
Mobile	14	8	1	8	8	0	2	25	14	1
New Orleans	12	19	0	15	16	0	9	35	29	0
Jacksonville	28	17	5	27	17	2	18	50	23	5
San Francisco	22	21	1	17	14	0	15	42	31	1
Wilmington	21	21	8	17	13	3	6	27	26	7
Seattle	35	18	0	15	12	0	12	57	35	2
Puerto Rico	17	3	1	11	3	2	5	17	3	3
Honolulu	5	13	4	6	9	7	4	9	21	3
Houston	26	21	5	27	22	4	12	39	45	9
St. Louis	1	0	0	3	0	0	0	0	1	0
Piney Point	2	1	0	1	1	0	2	2	3	0
Algonac	1	0	0	0	1	0	0	2	3	0
Totals	240	207	36	183	154	25	102	410	313	45
ENGINE DEPARTMENT										
New York	19	8	3	12	6	0	4	40	20	3
Philadelphia	1	0	0	0	2	0	0	1	4	0
Baltimore	1	8	0	4	2	0	0	2	11	0
Norfolk	9	4	3	3	5	2	1	7	13	6
Mobile	7	2	0	7	1	0	2	12	5	1
New Orleans	18	13	0	7	5	1	5	25	21	1
Jacksonville	8	11	0	11	16	0	8	20	24	1
San Francisco	16	13	1	6	7	1	5	23	23	1
Wilmington	9	10	1	7	5	3	6	10	18	2
Seattle	16	7	0	8	15	1	10	28	8	0
Puerto Rico	2	7	0	4	6	0	3	7	5	1
Honolulu	6	7	6	3	10	3	5	6	9	4
Houston	25	15	3	16	12	2	11	28	17	7
St. Louis	1	0	0	0	0	0	0	1	0	0
Piney Point	5	7	0	3	1	0	1	4	11	0
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	143	112	17	91	93	13	61	214	189	27
STEWARD DEPARTMENT										
New York	20	8	0	10	4	0	6	27	21	1
Philadelphia	1	2	1	2	0	2	0	1	5	0
Baltimore	3	1	0	3	2	0	7	4	3	0
Norfolk	7	9	5	9	1	4	4	5	12	3
Mobile	9	3	2	6	6	0	3	15	2	2
New Orleans	6	7	3	5	7	1	6	14	12	4
Jacksonville	17	4	2	15	4	1	6	25	6	3
San Francisco	17	4	0	9	6	0	8	48	15	0
Wilmington	11	3	1	8	1	0	2	20	7	2
Seattle	28	6	0	18	1	1	14	39	7	0
Puerto Rico	4	2	2	4	3	0	2	6	3	5
Honolulu	14	6	4	6	4	5	17	17	12	6
Houston	18	9	3	9	3	0	7	28	16	3
St. Louis	2	0	0	1	0	0	0	3	0	0
Piney Point	9	5	0	2	0	0	2	12	8	1
Algonac	0	1	0	0	0	0	0	0	1	0
Totals	166	70	23	107	42	14	84	264	130	30
ENTRY DEPARTMENT										
New York	7	21	6	4	16	0	0	14	55	18
Philadelphia	0	0	2	0	0	0	0	1	4	4
Baltimore	1	5	2	0	1	1	0	1	5	3
Norfolk	0	14	12	1	6	6	0	3	24	24
Mobile	1	13	0	0	6	0	0	1	21	1
New Orleans	2	13	7	4	3	2	0	10	29	12
Jacksonville	3	21	13	3	15	2	0	4	31	24
San Francisco	7	11	3	2	10	0	0	19	25	6
Wilmington	6	12	1	3	7	0	0	8	22	7
Seattle	8	17	1	7	9	2	0	12	43	4
Puerto Rico	1	5	2	1	3	0	0	7	10	13
Honolulu	7	39	62	4	33	47	0	9	53	69
Houston	6	15	3	4	14	0	0	5	22	12
St. Louis	0	2	0	0	1	0	0	0	4	0
Piney Point	0	28	4	0	13	2	0	0	30	3
Algonac	0	0	0	0	0	0	0	0	0	0
Totals	49	216	118	33	137	62	0	94	378	200
Totals All Departments	598	605	194	414	426	114	247	982	1,010	302

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

October & November 1996 Membership Meetings Deep Sea, Lakes, Inland Waters

- Piney Point Monday: October 7, November 4
- New York Tuesday: October 8, November 5
- Philadelphia Wednesday: October 9, November 6
- Baltimore Thursday: October 10, November 7
- Norfolk Thursday: October 10, November 7
- Jacksonville Thursday: October 10, November 7
- Algonac Friday: October 11, November 8
- Houston Monday: October 14;
Tuesday: November 12*
**Change created by Veterans Day*
- New Orleans Tuesday: October 15, November 12
- Mobile Wednesday: October 16, November 13
- San Francisco . . . Thursday: October 17, November 14
- Wilmington Monday: October 21, November 18
- Seattle Friday: October 25, November 22
- San Juan Thursday: October 10, November 7
- St. Louis Friday: October 18, November 15
- Honolulu Friday: October 18, November 15
- Duluth Wednesday: October 16, November 13
- Jersey City Wednesday: October 23, November 20
- New Bedford . . . Tuesday: October 22, November 19

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

Personals

ROBERT KNOWLES BODDEN

Sharon Ann Bodden Mock is trying to locate her father. Anyone with any information on the whereabouts of Robert Knowles "Handsome Red" Bodden, who sailed from San Francisco, New Orleans and Houston, should contact Sharon at 1014 Lake Avenue South, Duluth, MN 55802; or telephone (218) 722-6026.

IN SEARCH OF UNDERWATER TREASURE HUNTERS

Former SIU member Nelson Jecas would like to hear from other seamen who would like to join him in searching for treasures of the sea. Contact Jecas at P.O. Box 324, Bernardsville, NJ 07924.

ANTHONY JOSEPH WENDEL

Please contact Jimmy Bonnot at (423) 429-5698 concerning a reunion of shipmates scheduled for next year.

Attention: SIU Members



Support SPAD

**Seafarers International Union
Directory**

Michael Sacco
President
John Fay
Secretary-Treasurer
Joseph Sacco
Executive Vice President
Augustin Tellez
Vice President Contracts
George McCartney
Vice President West Coast
Roy A. "Buck" Mercer
Vice President Government Services
Jack Caffey
Vice President Atlantic Coast
Byron Kelley
Vice President Lakes and Inland Waters
Dean Corgy
Vice President Gulf Coast

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

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

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

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

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

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

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

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

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

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

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

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

NORFOLK
115 Third St.
Norfolk, VA 23510
(804) 622-1892

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

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

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

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

SANTURCE
1057 Fernandez Juncos Ave., Stop 16½
Santurce, PR 00907
(809) 721-4033

SEATTLE
2505 First Ave.
Seattle, WA 98121
(206) 441-1960

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

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

Dispatchers' Report for Great Lakes

JULY 16 — AUGUST 15, 1996

CL—Company/Lakes L—Lakes NP—Non Priority
*TOTAL REGISTERED All Groups Class CL Class L Class NP
TOTAL SHIPPED All Groups Class CL Class L Class NP
**REGISTERED ON BEACH All Groups Class CL Class L Class NP

Port	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class CL	Class L	Class NP	Class CL	Class L	Class NP	Class CL	Class L	Class NP
DECK DEPARTMENT									
Algonac	0	28	15	0	19	8	0	9	7
ENGINE DEPARTMENT									
Algonac	0	15	5	0	12	1	0	3	4
STEWARD DEPARTMENT									
Algonac	0	6	8	0	3	4	0	3	4
ENTRY DEPARTMENT									
Algonac	0	32	32	0	17	19	0	15	13
Totals All Departments	0	81	60	0	51	32	0	30	28

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

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

Dispatchers' Report for Inland Waters

JULY 16 — AUGUST 15, 1996

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

Region	*TOTAL REGISTERED			TOTAL SHIPPED			**REGISTERED ON BEACH		
	Class A	Class B	Class C	Class A	Class B	Class C	Class A	Class B	Class C
DECK DEPARTMENT									
Atlantic Coast	5	0	0	2	0	0	15	2	0
Gulf Coast	3	3	12	2	2	2	2	1	18
Lakes & Inland Waters	37	0	0	16	0	0	33	0	0
West Coast	4	0	7	17	0	4	10	1	22
Totals	49	3	19	37	2	6	60	4	40
ENGINE DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	3	1	1
Gulf Coast	0	0	2	0	0	0	0	0	3
Lakes & Inland Waters	9	0	0	7	0	0	11	0	0
West Coast	0	0	0	0	0	0	0	0	2
Totals	10	0	2	7	0	0	14	1	6
STEWARD DEPARTMENT									
Atlantic Coast	1	0	0	0	0	0	2	0	0
Gulf Coast	0	0	3	0	0	0	0	0	8
Lakes & Inland Waters	5	0	0	4	0	0	4	0	0
West Coast	1	0	6	0	0	6	2	0	12
Totals	7	0	9	4	0	6	8	0	20
Totals All Departments	66	3	30	48	2	12	82	5	66

* "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.

Holiday Issue of LOG to Feature Personal Greetings

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

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

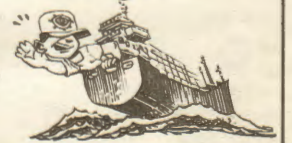
- **PRINT or TYPE** (in 25 words or less) the message in the space provided at right. Photographs also are welcome.
- Be sure your greeting is in the holiday spirit.
- Do not send more than three entries per person.
- Be sure to include your name as well as the name of the person to whom you are sending the greeting. (Your name is necessary since the notices are listed alphabetically by the sender's last name.)
- The holiday greetings must be received **no later than Friday, November 15, 1996**.
- Send your entries to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. You also may FAX copies directly to the *LOG* at (301) 702-4407.

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

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



**HOLIDAY MESSAGE
(PLEASE PRINT OR TYPE)**



To: _____

From: _____

Sender's Telephone Number: _____

Message: _____

Check the block which describes your status with the SIU:

- Active Seafarer Family Member of Active Seafarer
 Retired Seafarer Family Member of Retired Seafarer

Send your greeting to the *Seafarers LOG*, 5201 Auth Way, Camp Springs, MD 20746. The greeting should be received at the *LOG* office by Friday, November 15, 1996.



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.

Joining the growing number of SIU pensioners this month are 12 Seafarers who have retired to the beach after many voyages on the world's oceans as well as the nation's Great Lakes and inland waterways.

Of those signing off their ships for the last time, seven sailed in the deep sea division, three navigated the inland waterways and two worked aboard Great Lakes vessels.

Seven of the retiring Seafarers served in the U.S. military—five in the Army and one each in the Air Force and Marine Corps.

This month, the favorite region for retirement is the East Coast, where four of the retirees make their homes. Three have retired to the midwest, two each have retired to the Gulf states and West Coast, and one resides in Puerto Rico.

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

DEEP SEA



ABDULLAH AHMED, 65, joined the Seafarers in the port of New York in 1966. Brother Ahmed sailed in the steward

department and upgraded at the Lundeberg School in Piney Point, Md. Born in Yemen, he makes his home in Brooklyn, N.Y.

WILLIAM J. CRIBBS, 56, began his SIU career in 1957 in the port of New Orleans. He sailed in the engine



department and upgraded to QMED at the Lundeberg School. Born in Washington, D.C., Brother Cribbs has retired to Harahan, La.



MARVIN EMANS, 67, became a member of the Seafarers in 1973 in the port of Seattle. The Minnesota native

sailed in the engine department and upgraded his skills at the union's facility in Piney Point, Md. From 1951 to 1953, he served in the U.S. Army. Brother Emans is a resident of Edmonds, Wash.

REYES FLORES, 49

joined the SIU in the port of New York in 1969. A native of Puerto Rico, he sailed as a member of the deck department. Brother Flores has retired to Carolina, Puerto Rico.

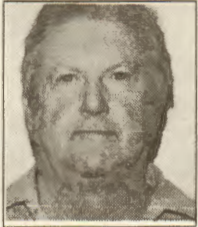


MARCUS S. JOHNSON, 67, started his career with the Seafarers in 1971 in the port of Mobile, Ala. The Alabama na-



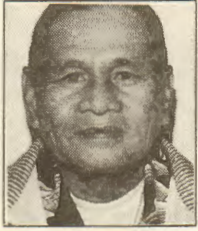
tive sailed in the engine department and upgraded to QMED at the Lundeberg School. From 1953 to 1955, he served in the U.S. Army. Brother Johnson makes his home in Mobile, Ala.

BILLIE L. MASON, 65, began his SIU career in the port of Tampa, Fla. in 1965. Brother Mason sailed in the deck



department and upgraded his skills at the Lundeberg School. The Tennessee native served in the U.S. Army from 1952 to 1954. Brother Mason has retired to Lake Panasoffkee, Fla.

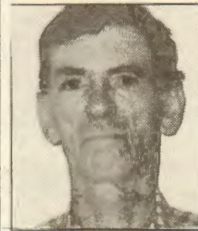
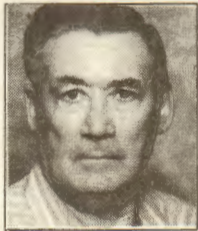
VIRGILIO C. ROMERO, 68, joined the Seafarers in 1979 in the port of Yokohama, Japan.



Brother Romero sailed in the engine department and upgraded at the union's training facility in Piney Point, Md. Born in the Philippines, Brother Romero has retired to San Francisco.

INLAND

JAMES T. COPELAND, 62, began his career with the Seafarers in 1964 in the port of St. Louis. A native of Missouri, he sailed as a member of the engine department. From 1952 to 1957, he served in the U.S. Army. Boatman Copeland makes his home in Festus, Mo.



JAMES L. GAILLARD, 63, joined the SIU in 1976 in the port of Houston. Boatman Gaillard last sailed in the engine department as an engineer. The South Carolina native served in the U.S. Air Force from 1953 to 1957. Boatman Gaillard has retired to Mt. Pleasant, S.C.

BRUNO J. LEWANDOWSKI, 62, started his career with the Seafarers in 1976 in the port of Philadelphia. A native of Pennsylvania, Boatman Lewandowski sailed as a member of the steward department. From 1953 to 1956, he served in the U.S. Marine Corps. Boatman Lewandowski makes his home in Philadelphia.



GREAT LAKES



JOHN J. FITZGERALD, 61, began sailing with the Seafarers in 1968 from the port of Chicago. The Illinois native sailed as a member of the deck department. From 1953 to 1955, he served in the U.S. Army. Brother Fitzgerald has retired to Chicago.

LEE C. HOWARD, 55, first sailed with the SIU in 1963 from the port of Frankfort, Mich. Brother Howard was a member of the deck department. The Michigan native makes his home in Benzonia, Mich.



A Time for Uncommon Shipboard Chores



While the *Robert E. Lee* is laid up in the Brooklyn, N.Y. Navy Yard (above), Bosun Jerry Corelli (right) and AB Michael Moore get to work, performing some of the tasks that can only be done when the vessel is empty.



When the *Robert E. Lee* sailed into the Brooklyn, N.Y. Navy Yard for layup and repairs recently, all but a few of the crewmembers took the opportunity to head for home or go on vacation. Of those remaining aboard, Bosun Jerry Corelli and AB Michael M. Moore held down the fort for the SIU.

But the 30-day layup was not a time of leisure for the Seafarers aboard the Waterman Steamship Corp. vessel. Rather, it was a chance to take care of a few of the more uncommon tasks that can be performed only while the ship is empty—such duties as cleaning out the anchor locker and draining, sweeping and cleaning the holds.

The vessel took on a new crew at the beginning of July and headed for Morehead City, N.C. and New Orleans before sailing abroad.

Aboard the Alex Bonnyman in Bahrain



Khamis "Nick" Mageed, chief steward aboard the *1st Lt. Alex Bonnyman*, sent these two photos to the Seafarers LOG along with his sincere thanks to all the crewmembers for their good work. Above, in the galley of the repositioning ship, are (from left) Chief Cook Elnaggar Elhusseiny, SA Julio Carlos, Mageed, SA Perez Simion, SA Samuel Spain and 3rd Cook Zapata Natividad. In the photo at right, taken on the deck of the Maersk Lines vessel, are (from left, front row) 3rd Cook Zapata Natividad, SA Julio Carlos, AB Alvin Thompson, AB Christopher Moore, (second row) Chief Cook Elnaggar Elhusseiny, AB Robert Crapo, AB Joseph Cornwell, Bosun Jone Grosskurth, Mageed and (third row) AB Gordon Claude.



Final Departures

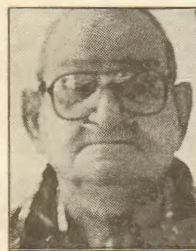
DEEP SEA

PEDRO ALMA



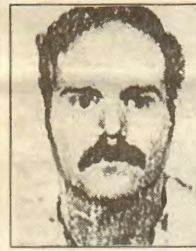
Pensioner Pedro Alma, 71, passed away July 10. Brother Alma joined the Seafarers in 1968 in the port of San Francisco. A native of Puerto Rico, he sailed in the deck department and upgraded at the Lundeberg School in Piney Point, Md. Brother Alma began receiving his pension in October 1989.

ALBERT E. "TONY" BOURGOT



Pensioner Albert E. "Tony" Bourgot, 82, died July 11. A native of Alabama, he was a charter member of the SIU, joining the union in December 1938 in the port of Mobile, Ala. Brother Bourgot sailed in the deck department and upgraded at the Lundeberg School, where he graduated from the bosun recertification course in 1974. Although he retired in September 1975, he and his wife remained active with the SIU in Mobile, Ala. They served as cooks for the retirees' fish fries and barbecues, as well as for port council dinners.

ERVIN I. BRONSTEIN



Ervin I. Bronstein, 38, passed away July 13. He graduated from the Lundeberg School's entry level program for seamen in 1980 and joined the Seafarers in the port of Piney Point, Md. The Texas native sailed in the deck department and upgraded at the Lundeberg School, where he completed the bosun recertification course in 1991.

JAMES CATANIA

Pensioner James Catania, 71, died June 26. Born in Connecticut, he joined the SIU in 1967 in the port of New York. Brother Catania sailed in the deck department and upgraded at the Lundeberg School. From 1945 to 1947, he served in the U.S. Army. Brother Catania began receiving his pension in December 1990.

SALVADOR CONDE



Salvador Conde, 64, passed away December 4, 1988. Brother Conde began his career with the Seafarers in the Great Lakes division in 1967 and later transferred to deep sea vessels. Born in the Philippines, he sailed as a member of the engine department. From 1946 to 1949, he served in the U.S. Navy.

HENRY L. DILL



Pensioner Henry L. Dill, 68, died July 4. He began sailing with the SIU in 1951 from the port of New York. Starting out in

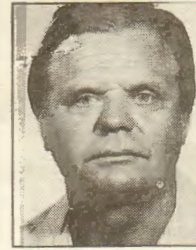
the steward department, Brother Dill later transferred to the engine department and upgraded to QMED at the Lundeberg School. From 1945 to 1946, he served in the U.S. Navy. Born in Mississippi, Brother Dill lived in Mobile, Ala. He began receiving his pension in March 1984.

JOHN E. DOYLE



Pensioner John E. Doyle, 67, passed away July 13. A native of Ohio, he started his career with the Seafarers in 1946 in the port of New York. Brother Doyle sailed as a member of the deck department and retired in March 1991. From 1948 to 1950, he served in the U.S. Army.

PAUL DUDNIKOV



Pensioner Paul Dudnikov, 68, died January 10. Born in Russia, he escaped from his native land in 1972 aboard a fishing trawler. Dudnikov began sailing with the SIU in 1978. He was among the crew that first sailed the *Frances Hammer* to Odesa in 1989. Brother Dudnikov worked in the deck department and upgraded to third mate at the Lundeberg School. Prior to his retirement in September 1992, he sailed aboard the *Sea-Land Atlantic*.

ROBERT H. ERICKSON



Robert H. Erickson, 71, passed away March 23. Brother Erickson began sailing with the Seafarers in 1969 from the port of Seattle. The Washington native worked in the deck department. He last sailed in 1981 aboard the *Worth*, operated by Westchester Marine.

SHERMAN L. FEGGETT

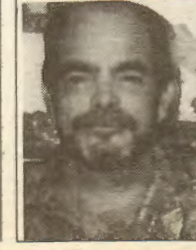


Sherman L. Feggett, 33, died December 9, 1994. He graduated from the Lundeberg School's entry level program for seamen and joined the SIU in 1979 in the port of Piney Point, Md. A native of Houston, Brother Feggett sailed in the engine department and upgraded at the Lundeberg School. He last sailed in 1983 aboard the *Del Valle*, operated by Delta Steamship Lines.

CURTIS GAITER

Pensioner Curtis Gaiter, 91, passed away April 16, 1995. Born in Utah, he first sailed with the Marine Cooks & Stewards (MC&S) in 1928, before that union merged with the SIU's Atlantic, Gulf, Lakes and Inland Waters District (AGLIWD). Brother Gaiter retired from the union in July 1968.

JAMES G. HEATHERLY



James G. Heatherly, 41, died July 12. Born in Oklahoma, he began his SIU career on deep sea vessels sailing from the port of

San Francisco in 1981. Heatherly also sailed in the inland division. He worked in both the deck and steward departments.

ROBERT HAYDEN

Robert Hayden, 55, died July 7. A native of Alabama, he joined the SIU in 1991 in the port of Wilmington, Calif. Brother Hayden last sailed in the steward department as a chief cook.

RICHARD J. JUAN

Richard J. Juan, 43, died June 27. He first sailed with the Seafarers in 1978 as a member of the deck department. He was a resident of Slidell, La. He last sailed in December 1992 aboard the *Liberty Wave*, operated by Liberty Maritime.

AHMED S. KASSIM



Pensioner Ahmed S. Kassim, 81, passed away July 19. Brother Kassim started his career with the SIU in 1951 in the port of Norfolk, Va. Born in Arabia, Brother Kassim sailed as a member of the engine department. He began receiving his pension in August 1972.

JOSEPH KEARNES



Joseph Kearnes, 66, passed away July 13. He joined the SIU in 1955 in his native New York. Brother Kearnes last sailed in 1985 aboard the *Sea-Land Express* as a member of the steward department. From 1946 to 1949, he served in the U.S. Army.

JAMES A. KENNEY

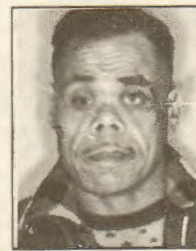


James A. Kenney, 70, died April 11. Brother Kenney began sailing with the Seafarers in 1988. Born in Virginia, he lived in Baltimore and was an active member. Brother Kenney sailed in the deck department. During World War II, he served in the U.S. Navy.

WALTER L. MCCOMBS

Walter L. McCombs, 65, passed away March 11. Born in Texas, he joined the SIU in 1968 in the port of Houston. Brother McCombs sailed as a member of the engine department.

ABDEL G. MOHAMED

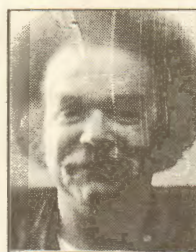


Pensioner Abdel G. Mohamed, 88, passed away July 10. Brother Mohamed started his career with the SIU in 1943 in the port of New York. Born in Egypt, he last sailed in the deck department as a bosun. Brother Mohamed retired in October 1967.

JAY J. PASTORAL

Pensioner Jay J. Pastoral, 84, died June 24. Born in the Philippines, he joined the MC&S before that union merged with the SIU's AGLIWD. Brother Pastoral began receiving his pension in May 1977.

PETER R. PEDDELL



Pensioner Peter R. Peddell, 58, died October 4, 1995. A native of Boston, he graduated from the MC&S training school in Santa Rosa, Calif. in 1967 and joined the MC&S in the port of San Francisco, before that union merged with the SIU's AGLIWD. Brother Peddell began receiving his pension in May 1994.

AUGUSTINE S. POENTES

Pensioner Augustine S. Poentes, 93, passed away May 12. He first sailed with the MC&S in 1943 from the port of San Francisco, before that union merged with the SIU's AGLIWD. Born in Manila, Brother Poentes last sailed as a chief cook. He retired in September 1967.

GEORGE H. RICHARDSON



Pensioner George H. Richardson, 73, passed away June 18. A native of Alabama, he began his career with the Seafarers in 1976 in the port of New York. Brother Richardson last sailed as a chief steward. He began receiving his pension in June 1985.

PHILIP RIVEIRA

Pensioner Philip Riveira, 78, died June 7. Brother Riveira joined the MC&S in 1958 in the port of Seattle, before that union merged with the SIU's AGLIWD. A native of Hawaii, he began receiving his pension in April 1982.

DAN J. ROTAN

Pensioner Dan J. Rotan, 71, passed away May 10. A native of Washington, he first sailed with the MC&S in 1951 from the port of San Francisco, before that union merged with the SIU's AGLIWD. (His twin brother, Don, former West Coast assistant editor of the *Seafarers LOG*, died in 1990.) Brother Rotan retired in July 1980.

JULIO C. RUIZ



Pensioner Julio C. Ruiz, 87, died June 21. He started sailing with the Seafarers in 1945 from the port of New York. Brother Ruiz sailed as a member of the engine department. Born in Puerto Rico, he began receiving his pension in April 1971.

CHARLES R. SAWYER



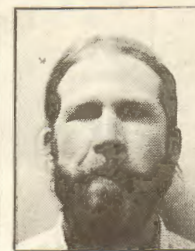
Pensioner Charles R. Sawyer, 70, passed away July 18. Born in Massachusetts, he first sailed with the SIU in 1945 from the port of Boston. Brother Sawyer sailed in the deck department. He retired in January 1989.

MELVIN L. TALALOTU

Melvin L. Talalotu, 34, died recently. He began sailing with the Seafarers in 1980 from the port of Honolulu and upgraded at the Lundeberg School. Brother Talalotu

sailed as a bosun aboard the *SS Constitution* and *SS Independence* as well as on Sea-Land vessels. A memorial service was held March 4 aboard the *SS Independence*.

MICHAEL D. TARABA



Michael D. Taraba, 37, died July 15. Brother Taraba graduated from the Lundeberg School's entry level program for seamen in 1983 and joined the Seafarers in the port of Piney Point, Md. The Texas native sailed in the steward department and upgraded at the union's training facility at Piney Point, Md.

PETER B. VALENTINE



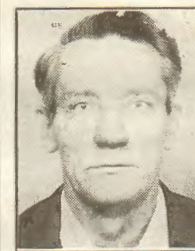
Pensioner Peter B. Valentine, 79, passed away July 20. A native of Louisiana, he joined the SIU in 1952 in the port of New Orleans. Brother Valentine sailed as a member of the deck department and began receiving his pension in November 1977. A veteran of World War II, he served in the U.S. Navy from 1941 to 1947.

JOHN D. WHITLEY

John D. Whitley, 45, died July 2. A native of California, he first sailed with the Seafarers in 1988. Brother Whitley sailed in the engine department and upgraded to QMED at the Lundeberg School. From 1968 to 1971, he served in the U.S. Navy.

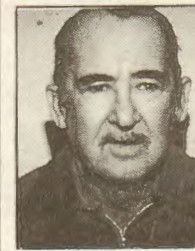
INLAND

WILLIAM C. CRAWFORD



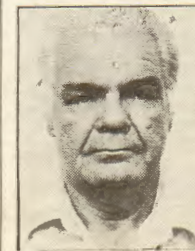
Pensioner William C. Crawford, 65, died July 12. He began sailing with the SIU in 1953 from the port of Galveston, Texas. The Ohio native last sailed as a chief cook. From 1946 to 1948, he served in the U.S. Army. Boatman Crawford began receiving his pension in March 1979.

JOHN E. ELLARD



Pensioner John E. Ellard, 79, passed away July 15. A native of Texas, he joined the Seafarers in 1973 in the port of Philadelphia. Starting out in the deck department as an AB, he became a licensed operator, last sailing as a captain. He was a veteran of WWII, having served in the U.S. Army Air Force from 1941 to 1945. Boatman Ellard lived in South Carolina and retired in December 1982.

THOMAS A. PAIGE



Pensioner Thomas A. Paige, 68, passed away July 17. Born in Georgia, he joined the Seafarers in 1977 in the port of New Or-

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.

COURIER (OMI Corp.), May 23—Chairman **Evan Josep Bradley**, Secretary **Le'Vont McCall**, Educational Director **Monte Pryor**, Deck Delegate **Brian Sandlin**, Engine Delegate **Charles Sandino**, Steward Delegate **Andre Zene**. Chairman reported new mattresses and pillows received for crewmembers and noted extras stored for future use. Bosun announced base wage increase effective April 1. He informed crew about STCW certification. Information received and posted on tankerman assistant ratings. Chairman thanked crewmembers for participation in recent safety meeting on oil spill response emergency drills. He advised crew that captain has asked mariners to maintain pirate watches in certain international waters. Secretary reported that he and bosun attended recent meeting concerning special shipboard safety issues. Educational director urged members to upgrade at Piney Point. Treasurer announced \$50 in movie fund. Deck delegate, OMU, chief cook and third mate participated in recent check-up of galley, engine room and all other areas of ship to ensure emergency and safety equipment properly stowed. No beefs or disputed OT reported. Crew requested second washing machine be ordered. Entire crew extended special vote of thanks to galley gang for clean ship, good food and cheerful attitudes. Next port: Kuwait City, Kuwait.

FRANCES HAMMER (Ocean Chemical Transport), May 21—Chairman **Richard Wilson**, Secretary **Herbert M. Davis**, Educational Director **Terry Jacobson**, Deck Delegate **Kenneth Boone**, Engine Delegate **Mike Novak**, Steward Delegate **Ronnie Hall**. Crew requested new ice machine. Crew also seeking adjustment for temperature setting on shower to allow for more cold water. Chairman thanked all departments for job well done and good trip. Educational director reminded crewmembers to obtain STCW certificates before October 1 and advised deck and engine department members to inquire about additional STCW requirements. No beefs or disputed OT reported. Bosun thanked Steward/Baker Davis and Chief Cook Hall for superb culinary department. Next port: Mexico.

CHAMPION (Kirby Tankships), June 30—Chairman **Gabriel Bonfont Jr.**, Secretary **Catherine Scott**, Educational Director **James McDaniel**, Deck Delegate **Donald Clotter**, Engine Delegate **Oscar Garcia**, Steward Delegate **Jose Santiago**. Chairman announced payoff upon arrival in port of Corpus Christi, Texas. He reported 49 new movies added to ship's videotape collection and asked crew to continue donating to movie fund. Bosun advised members to take special precautions during fueling and bunkering. Crew noted ice machine not keeping up with demand. Chairman encouraged members to take advantage of upgrading opportunities available at Lundeberg School and to donate to SPAD. Secretary reminded crew to get STCW certificate from Coast Guard before October 1. He noted forms available on ship and may be sent directly to REC by mail. Educational director urged members to attend tanker operation/safety course at Paul Hall Center. Treasurer announced \$29 in ship's fund. No beefs or disputed OT reported. Crew asked contracts department to look into change of eligibility for vacation pay. Crew re-

quested new couch for lounge and thanked steward department for job well done. **Kevin Hall** elected ship's treasurer by crew. Next ports: Savannah, Ga., Lake Charles, La., Corpus Christi and Long Beach, Calif.

CHARLES L. BROWN (Transoceanic Cable), June 27—Chairman **Francisco Sousa**, Secretary **Kenneth A. Hagan**, Educational Director **Joseph Stores**, Deck Delegate **Russell Kleinsmith**, Engine Delegate **Ahmed Madari**, Steward Delegate **Edward Dunn**. Chairman distributed STCW identification certificate applications. He advised crew of July 1 payoff and reminded them ship is on cable repair standby. Secretary noted new memorandum of understanding included in new contract and is posted in crew lounge. Educational director urged members to upgrade at Piney Point. Treasurer announced \$700 in ship's fund. No beefs or disputed OT reported. Bosun reminded crew to return movies to movie locker after viewing. He noted only one of two washing machines in crew laundry is working. Next port: St. Thomas, U.S.V.I.

CHARLESTON (Apex Marine), June 29—Chairman **Anthony Maben**, Secretary **Glenn Bamman**, Educational Director **Charles Mispagel**, Deck Delegate **Clemente Figueroa**, Engine Delegate **C. Clements**, Steward Delegate **Cecilio Suarez**. Chairman and crew discussed new contract. Educational director stressed importance of attending tanker operation/safety course at Lundeberg School. No beefs or disputed OT reported. Next port: St. Thomas, U.S.V.I.

DUCHESS (Ocean Shipholding), June 23—Chairman **Robert E. Allen**, Secretary **Raymond Jones**, Educational Director **Lawrence Wright**, Engine Delegate **Willie Franks**, Steward Delegate **Erasmio Guevara**. Bosun advised crew to have clinic cards, benzene cards and z-cards up-to-date when returning to vessel following shipyard layup. Secretary reminded crew that vessel is going for repairs in Mexican shipyard. He asked members to clean rooms and turn in keys prior to departing vessel. No beefs or disputed OT reported. Crew asked contracts department to look into lowering age requirement for retirement. Crew extended special vote of thanks to galley gang for jobs well done. Next port: Veracruz, Mexico.

LIBERTY WAVE (Liberty Maritime), June 9—Chairman **Neil Matthey**, Secretary **Vincent Sanchez Jr.**, Educational Director **Charles Kirksey**, Engine Delegate **Guadalupe Campbell**, Steward Delegate **Gery Byrd**. Chairman announced ship due to arrive in Oregon at midnight on June 10. He reported payoff to take place upon arrival and reminded those signing off to turn in keys to captain. Chairman stated repair list has been circulated and new washing machine on order. No beefs or disputed OT reported. Crew thanked steward department for cookouts.

OVERSEAS JOYCE (OSG Car Carriers), June 30—Chairman **Richard Bradford**, Secretary **Walter Hansen**, Deck Delegate **Adam Noor**, Engine Delegate **Edward King**, Steward Delegate **Carmelo Dela Cruz**. Chairman announced ship to dock in ports of Portland, Ore. and Los Angeles, where crew will receive discharge papers for

foreign voyage. Educational director reminded members to upgrade at Piney Point. No beefs or disputed OT reported. Steward delegate noted request for new lounge chairs submitted to captain.

SAM HOUSTON (Waterman Steamship Co.), June 30—Chairman **Bobby Riddick**, Secretary **Roderick Bright**, Educational Director **William Thomas**, Deck Delegate **C. Merida**, Engine Delegate **Stanley Sporna**, Steward Delegate **Dionce Bright**. Bosun announced payoff in port of New Orleans. He noted letters from union received and posted. He urged members to upgrade at Paul Hall Center. Chairman extended to deck, engine and steward department members a vote of thanks for safe and good voyage. Secretary thanked bosun, deck and engine department members for making the long trip a safe and happy one while maintaining clean vessel. Educational director stressed importance of upgrading at Lundeberg School and keeping up with union news through *Seafarers LOG*. Deck and engine delegates reported disputed OT. No beefs or disputed OT reported by steward delegate. Deck crew addressed safety concerns while doing jobs on watch. Crew requested contracts department look into raise in pension monies. Steward department members thanked by crew for job well done in creating pleasant atmosphere and delicious meals.

SEA-LAND DEFENDER (Sea-Land Service), June 30—Chairman **William J. Dean**, Secretary **Roger Linasan**, Educational Director **Henry Paquin**, Deck Delegate **Gheorge Savencu**, Engine Delegate **Horst G. Baetjer**, Steward Delegate **Colleen J. Mast**. Chairman advised crew that gangway watch will be appointed while vessel is in shipyard. He asked contracts department for additional information on new wage scale. Secretary thanked entire crew for job well done and for keeping ship clean. Educational director reminded members to upgrade at Piney Point. No beefs or disputed OT reported. Chairman thanked entire crew for good voyage. Steward delegate reported cleaning supplies needed and reminded crew to place batteries, cans and bottles in separate trash containers. Next ports: Oakland, Calif.; Dutch Harbor, Alaska; Yokohama; and Pusan, South Korea.

SEA-LAND EXPLORER (Sea-Land Service), June 15—Chairman **Hayden Gifford**, Secretary **Norman Johnson**, Deck Delegate **James Henry**, Engine Delegate **Roy Coleman**, Steward Delegate **Mack Bradford**. Chairman reminded crewmembers to get STCW certificates as soon as possible and attend upgrading courses at Lundeberg School for secure future in maritime industry. Deck and steward delegates reported disputed OT. No beefs or disputed OT reported by engine delegate. Next port: Long Beach, Calif.

SEA-LAND INTEGRITY (Sea-Land Service), June 30—Chairman **Robert Bakeman**, Secretary **Pedro Laboy**, Educational Director **Gerald Daley**, Deck Delegate **Douglas Hodges**, Engine Delegate **Reginald Abrams**, Steward Delegate **Donald Williams**. Educational director advised crew to attend upgrading classes at Piney Point. No beefs or disputed OT reported. Crew gave vote of thanks to steward and chief cook for good meals.

SEA-LAND TRADER (Sea-Land Service), June 30—Chairman **Loren Watson**, Secretary **K. Dougherty**, Educational Director **M. Sabin**, Deck Delegate **John Williamson**, Engine Delegate **E. Cox**, Steward Delegate **Blaine Amundson**. Crew expressed appreciation for installation of new washer for dirty work clothes in crew laundry. Chairman noted Honolulu Port Agent **Neil Dietz** reported a new five-year contract has been reached that includes a money purchase plan and improved medical and dental benefits for de-

pendents of members. The treasurer announced \$360 in ship's fund. No beefs or disputed OT reported. Crew requested additional information on new contract. Bosun reminded crew not to slam doors outside sleeping quarters. Steward department members praised for job well done with special thanks to Chief Cook **Jasper Jackson** for great food during last eight months. Next ports: Tacoma, Wash.; Oakland, Calif.; Honolulu and Guam.

USNS POLLUX (Bay Ship Management), June 1—Chairman **Michael Shallbetter**, Secretary **Harold M. Ward**, Educational Director **Dwayne Jones**, Steward Delegate **Gary Favalord**. Chairman reported old washer needs to be connected and requested a new dryer. No beefs or disputed OT reported. Bosun read and posted information concerning STCW certificates and

formed on what is happening within union. Secretary passed out information and applications for STCW certificates and explained application process. He reminded members that all active deep sea Seafarers who hold a lifeboat ticket should secure STCW certificate by October 1. Bosun noted that a letter will be sent to headquarters inquiring about STCW requirements for steward department members. Educational director urged members to upgrade skills at Paul Hall Center whenever possible. No beefs or disputed OT reported. Crew thanked steward department for fine meals and holiday barbecues. Next ports: Souda Bay, Crete and Rota, Spain.

OVERSEAS OHIO (Maritime Overseas), July 7—Chairman **Kevin Kellum**, Secretary **Earl Gray**, Educational Director **Dimarko Shoulders**, Engine Delegate **Andre**

Farewell Party Held Aboard Titus



Crewmembers aboard the LTC Calvin P. Titus held a shipboard farewell party in Diego Garcia for Seafarers who sail aboard the Maersk Lines' sister ship, the Eric G. Gibson, which was ready to return to the United States. From the left are AB John Dean, QMED Dave Patterson, AB Ron Johnson, DEU Carlos Dominguez and Bosun Scott Heginbotham.

tankerman assistant ratings for ABs and pumpmen. He noted copies of forms will be made available.

WILLAMETTE (Kirby Tankships), June 26—Chairman **Billy Hill**, Secretary **Oscar Angeles**, Educational Director **C.W. Dahlhaus**, Deck Delegate **Frank Hedge**, Engine Delegate **Craig Croft**, Steward Delegate **Juan Gonzalez**. Chairman and crewmembers discussed recent renovation of crew lounge. Bosun advised crew of payoff in port of Los Angeles. Chairman noted port agent boarded vessel to explain details of recent contract to crewmembers who extended votes in favor of adopting new pact. Bosun thanked all departments for jobs well done. Educational director urged members to get STCW identification certificate before October 1 deadline and advised crew to read *Seafarers LOG* to keep informed. No beefs or disputed OT reported. Chairman reminded crew to keep noise down in all passageways. Crewmembers gave special thanks to steward department members for doing great job in preparing meals.

OOCL INSPIRATION (Sea-Land Service), July 7—Chairman **Ross Barrack**, Secretary **Gerhard Schwarz**, Deck Delegate **Ronald Mena**, Engine Delegate **Horace Jones**, Steward Delegate **James Padmore**. Chairman commended crew for great trip. Secretary reported crew doing well. Educational director reminded crew to upgrade at Lundeberg School. No beefs or disputed OT reported. Crew noted exceptional job by galley gang.

PFC EUGUENE A. OBREGON (Waterman Steamship), July 1—Chairman **Henry Bouganim**, Secretary **Patrick Helton**, Educational Director **Robert Farmer**, Deck Delegate **Charles J. Frisella**, Engine Delegate **Ronald Lukas**, Steward Delegate **Rudolph A. Xatruch**. Chairman advised members to attend monthly union meetings at the hall or aboard ship and read *Seafarers LOG* to keep in-

formed on what is happening within union. Secretary thanked crew for participation in recent safety meeting. Secretary advised all members to continue upgrading at Lundeberg School in order to secure best future possible in maritime industry. He stressed importance of being registered to vote in upcoming U.S. presidential election. Educational director urged all members to obtain a Piney Point education. Crew asked contracts department for clarification on some new contract issues and thanked members of negotiation committee for job well done. Deck delegate reported disputed OT. Beef reported by engine delegate. No beefs or disputed OT reported by steward delegate. Crew gave vote of thanks to steward department members for excellent work. Crew extended special thanks to SIU President **Michael Sacco** and all SIU officials for great work in negotiating new contract. Next port: Long Beach, Calif.

SEA-LAND ANCHORAGE (Sea-Land Service), July 18—Chairman **Glen Christianson**, Secretary **James Wright**, Educational Director **William Pinkham**, Engine Delegate **Richard Stuverud**, Steward Delegate **Tommy Belvin**. Chairman noted upcoming payoff and asked all crewmembers to leave rooms clean and orderly. Steward delegate reported disputed OT. No beefs or disputed OT reported by deck or engine delegates. Crew asked contracts department to look into allowing crew to collect vacation benefits at end of 30 or 60 days seetime instead of 120. Crew discussed need for a new TV and creation of movie fund. Crew thanked galley gang for job well done. Crewmembers asked that van be provided for transportation of crewmembers to and from ship while in port due to dangerous harbor conditions. Crew reported excellent fishing in Dutch Harbor, Alaska and steward department is creating plenty of delicious halibut dishes. Next port: Tacoma, Wash.

USA TODAY is Bad News!



Media pirate Gannett is trying to sink striking workers at the Detroit News while sailing its flagship paper, USA TODAY into union homes.

Don't let union busters get away with it.
Don't Buy USA TODAY!!

Letters to the Editor

Reader Responds To July LOG Article

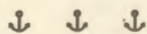
On page 10 of the July 1996 LOG, under Maritime Briefs, is a story on the trip of the *Jeremiah O'Brien* to the Pacific Northwest and Canada. Paragraph number 6 tells of efforts in Canada to save the last of the WWII-built Park ships.

The article tells that they were built for the British Royal Navy. Not so. Those ships were built for the Canadian Merchant Navy (called the merchant marine in America) and manned by Canadian civilian seamen, just as merchant ships were in both Britain and the U.S. Some might have been turned over to the British, as were some American-built Liberty ships. But most were, as I've written, crewed by Canadians and flew a red ensign with Canadian colors in the red field.

Also, "British Royal Navy" is a redundancy. Either "Royal Navy" or "British Navy," but not both. That's akin to saying "American United States" Navy in a story!

This is only to point out a minor fault in the story.

Robert A. Mackeen
Portland, Ore.



Remember Paul Hall On Labor Day

Paul Hall, the late SIU president, was one of the greatest union leaders of our time. He died in 1980 as a member of the executive board of the AFL-CIO, and he was greatly admired and respected for the leadership and courage he displayed.

His strength and foresight will always serve as an example to those who strive to further the mission of the labor movement.

My association with Hall many years ago was as a picket captain on the New York waterfront. We had to battle the Commies and the company goons wearing steel helmets and using garbage-can lids as shields.

Paul Hall helped many unions in distress, espe-

cially the AFL Wall Street clerical workers union, which consisted mostly of women.

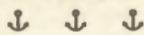
It was men like Hall who gave American workers the highest standard of living in the world. Without people like him, American workers today would be living like slaves.

Peter Salvo
McKeesport, Pa.



Paul Hall served as president of the SIU from 1947 until his death in 1980.

(Editor's note: The writer sailed with the SIU from World War II into the 1950s. This letter also was published in the McKeesport, Pa. Daily News in August.)



Charleston Chairman Commends Steward Crew

I would like to express a vote of thanks—in the strongest possible terms—to this steward department [aboard the *Charleston*, operated by Apex Marine]. For only three guys to put out such good food, day in and day out, is a feat in itself. But they also kept a 40-year-old ship in top condition.

These guys are truly amazing.

Thanks again for sending us German Rios, Francisco Torres and Cecilio Suarez.

Dave Palumbo
Ship's Chairman
S/T Charleston

Know Your Rights

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

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

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

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

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

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

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

PAYMENT OF MONIES. No monies are to be paid to anyone in any

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

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

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

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

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

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

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

Final Departures

Continued from page 18

leans. Boatman Paige sailed in the deck department and began receiving his pension in May 1990. From 1944 to 1945, he served in the U.S. Navy Reserve.

ROY B. TOLER



Roy B. Toler, 54, died July 18. He began sailing with the SIU in 1981 as a member of the deck department. Boatman Toler sailed primarily on vessels operated by Mariner Towing, last sailing in April 1991. He served in the U.S. Coast Guard from 1960 to 1964.

RAYMOND E. WISE

Raymond E. Wise, 38, passed away March 18. Born in New York, he graduated from the Lundeberg School's entry level program for seamen in 1978 and joined the Seafarers in the port of Piney Point, Md. Boatman Wise sailed in the deck department primarily aboard vessels operated by Sabine Towing.

GREAT LAKES

JOHN F. BIONDO



John F. Biondo, 58, passed away June 9. A native of Massachusetts, he first sailed with the SIU in 1977 from the port of Detroit. Brother Biondo worked in the deck department and made his home in Vermont. From 1955 to 1968, he served in the U.S. Marine Reserve.

DAVID T. BRUNSBURG



David T. Brunsberg, 61, died June 3. Born in Minnesota, he joined the Seafarers in 1976 in the port of Duluth, Minn. Brother Brunsberg sailed in the deck department and upgraded at the Lundeberg School.

BERNARD J. KROGMAN



Pensioner Bernard J. Krogman, 84, passed away May 24. Brother Krogman began sailing on the Great Lakes in 1937 and

joined the Seafarers in 1960 in the port of Detroit. He last sailed in the deck department as a wheelsman and began receiving his pension in February 1976.

RICHARD D. WHITFORD



Pensioner Richard D. Whitford, 74, died March 5. Brother Whitford began his career with the SIU in 1961 in the port of Ash-tabula, Ohio.

The Ohio native sailed in the deck department. He served in the U.S. Army during WWII, from 1944 to 1946. Brother Whitford began receiving his pension in September 1983.

RAILROAD MARINE

COLIE L. CUTLER



Pensioner Colie L. Cutler, 79, passed away May 15. Brother Cutler joined the Seafarers in 1960 in the port of Norfolk, Va.

The Virginia native sailed as a member of the deck department and began receiving his pension in January 1982.

Former LOG Asst. Editor, Ray Bourdus, Dies at 74

Raymond Pierre Bourdus, assistant editor of the *Seafarers LOG* for 13 years, died in Miami, Fla. on May 14 following a heart attack. He had retired in 1987.



Born in New York City in 1922, Bourdus graduated from Long Island University with a bachelor of arts in journalism. He also attended Columbia University.

During his long career in publishing, he worked as a copy editor for several New York area newspapers, including the old *New York Mirror*. He also served a stint on the copy desk of the *International Herald-Tribune* in Paris, France.

Bourdus was a veteran of World War II, having served with the Ninth Air Force in England and France, and was awarded a Bronze Service Star for the Northern France Campaign.

Ray Bourdus was proud to be an American citizen, but his heart belonged to France, his father's native country. He was particularly fond of Paris, where he will be buried according to his wishes. A memorial Mass was held in New York on May 25.

He leaves behind his wife, Catherine, and his sister, Marilyn.

Retired SUP NY Agent Bill Armstrong Dies in Florida

Bill Armstrong, the longtime New York port agent for the Sailors' Union of the Pacific (SUP), passed away July 17 in Cape Coral, Fla. He was 83.

Armstrong began his career with the SUP in 1935. He sailed as an AB and bosun.

The California native made several voyages in the North Atlantic during World War II prior to coming ashore in 1944 to work in the union hall in New York.

Armstrong became port agent in 1957 when Morris Weisberger became president of the SUP upon the death of Harry Lundeberg. He served in that position until April 1986 when the SUP closed the New York office and Armstrong retired.

George McCartney, SIU vice president for the West Coast, remembered Armstrong as "having lots of friends. He was very well known to the SIU mem-

bers who sailed out of New York, because the SUP office was within our hall."

The April 25, 1986 issue of the *West Coast Sailors*, the SUP's newspaper, noted of Armstrong's retirement that "he has served with dedication and distinction." Only Weisberger and Armstrong served as New York port agents, according to the *West Coast Sailors*.

Labor Briefs

House Passes Measure Allowing 'Comp Time' Instead of OT

Before leaving for its summer recess, the U.S. House of Representatives approved a bill that would allow employers to replace overtime pay with compensatory time off.

A similar bill is pending in the Senate Committee on Labor and Human Resources, although it appears unlikely the Senate will act on the legislation this year.

While the House bill calls for a verifiable, voluntary agreement between employers and each individual worker when it comes to choosing overtime pay or time off, opponents of the bill — including the AFL-CIO, the national federation of trade unions (of which the SIU is a member) — warn that such arrangements will have many pitfalls for the employees.

"The concept of a 'voluntary arrangement' in most workplaces is a cruel hoax. If the employer wants to 'pay' for overtime work in compensatory time, not cash, the employer will find a way to exert his considerable influence over the workers to accept that arrangement," notes AFL-CIO Legislative Director Peggy Taylor, adding that the so-called worker protections in the bill are "weak and virtually meaningless."

The federation further cautions that the bill would have the damaging effect of significantly reducing workers' wages in an era when millions of families count on overtime pay to meet their budgets. Conversely, employers would save great sums of money (and earn interest on it) by reducing or eliminating overtime pay.

Finally, there is no apparent protection for employees of companies which, for whatever reasons, may go out of business. In such instances, workers who had accrued comp time — essentially paying the employer up front — would receive no reimbursement.

Oregon Citizens Defeat Fraud of Right-to-Work

Workers in Oregon recently defeated a petition drive to put a public employee right-to-work measure on the November ballot.

According to news reports, the ballot initiative would have forbidden mandatory payment of union dues by public employees and banned the government from deducting union dues from employees' paychecks.

The petition drive was headed by Bill Sizemore, described by the AFL-CIO as an anti-union lobbyist. "Even with their purported budget of \$672,000, Sizemore and his millionaire backers were unable to buy their way onto the ballot," Oregon AFL-CIO President Irv Fletcher said in a statement.

"The Oregon public was able to see past the empty rhetoric and reject this attempt to tinker with the state

constitution."

Both the state and national AFL-CIO played key roles in assisting rank-and-file workers to defeat the initiative. During one campaign activity, a rally at the state Capitol, hundreds of public employee union members told legislators that they wanted Oregon to remain a "fair share" state — meaning one that requires dues payments of all employees who work in a union shop. (So-called right-to-work laws allow employees to freeload by not paying dues while still enjoying the protections and other benefits of a union contract.)

Some 40,000 government workers in Oregon are represented by unions, including more than 22,000 who are members of the Oregon Public Employees Union, an affiliate of the Service Employees International Union. A local official from that union described the initiative as one "that would have hurt more than the public workers. It would have hurt families and communities throughout the state."

Labor Federation Utilizes Internet

Count the AFL-CIO among the massive number of groups who have found a home on the Internet, the global network of computers.

The labor federation has a home page on the World Wide Web, the most popular segment of the Internet. Anybody with a computer and a modem may access the site at <http://aflcio.org>.

Additionally, the national federation of trade unions offers a service via CompuServe (an Internet provider) called LaborNET. Featuring electronic bulletin boards (areas for exchanging messages also known as forums), voting information, lists of union-made goods and services and more, LaborNET is a private service available only to union members and their families who subscribe to CompuServe.

The AFL-CIO home page provides similar information, including the current edition of the *AFL-CIO News*, federation policy statements, issue papers, press releases and congressional testimony. The federation site also provides links to two dozen other union and labor-oriented sites. Visitors simply read the list and select the other Web pages they want to see.

One advantage of maintaining a home page is that it allows the AFL-CIO to deliver its messages directly to the public, rather than rely on media coverage.

Another plus is that it may be used to quickly spread the word about key legislation and subsequently facilitate organized labor's efforts regarding the measure. For instance, if union members participate in a letter-writing campaign, they may communicate with their elected representatives via electronic mail (e-mail). This could be particularly useful if there is a need to immediately communicate with the representative.

Recently, the AFL-CIO home page has averaged about 2,000 "hits" (accesses by visitors) per week.

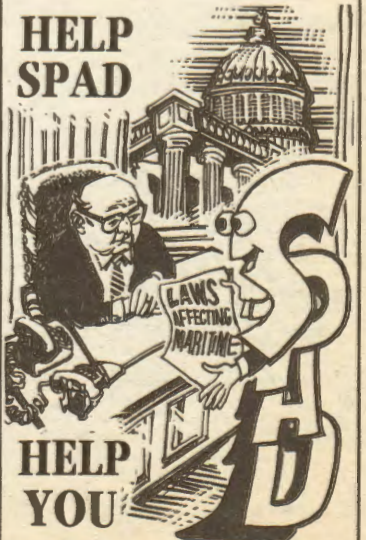
Seafarers Must Renew Z-Cards Every Five Years

Merchant seamen must renew their z-cards every five years, according to U.S. Coast Guard regulations.

In order to keep their merchant mariner's documents up-to-date, Seafarers can use the chart on the right. Renewal dates are determined by the issuance date on the z-cards. The exact date of expiration matches the month and date when the document was issued.

Issuance Year	1991	1992	1993	1994	1995
	1986	1987	1988	1989	1990
	1981	1982	1983	1984	1985
	1976	1977	1978	1979	1980
	1971	1972	1973	1974	1975
	1966	1967	1968	1969	1970
	1961	1962	1963	1964	1965
	1956	1957	1958	1959	1960
	1951	1952	1953	1954	1955
	1946	1947	1948	1949	1950
	1941	1942	1943	1944	1945
		1937	1938	1939	1940
Renewal Year	1996	1997	1998	1990	2000

ATTENTION: SEAFARERS



Lundeberg School Graduating Classes



Trainee Lifeboat Class 551—Graduating from trainee lifeboat class 551 are (from left, kneeling) David Mark Hoffman II, David Tompkins, Manuel Alvarez, (standing) Osvaldo Rios, Jason Vogel, Jason McCormick, Eric Orscheln and Tom Gilliland (instructor).



Crane Maintenance—Completing the crane maintenance course on August 6 are (from left, first row) Dean Compton, Thomas Arthur, Carlos Marcial, (second row) Eric Malzkuhn (instructor), Kevin Quinlan, Tele Togiai and Michael McKnight.



Upgraders Lifeboat—Posing with their instructor are Seafarers who graduated from the upgraders lifeboat class on July 22. From the left are Fred Burton Jr., Tom Gilliland (instructor) and Donald Reed.



Limited Licence—Receiving certification for completion of the limited license course on August 7 are (from left, kneeling) Joseph Koeberle, Casey Taylor (instructor), Patrick Dean, (second row) Mircea Jigarov, Jeremy Maxwell, Aleksander Turko, Matthew Flentie and Robert Walker.



Welding—Upgrading members of the engine department completing the welding course on August 1 are (from left, first row) Jim Shaffer (instructor), Christine Carneal, Moses Mickens Jr., Jesus Pilare, (second row) John Brooks, Douglas Konefal and Carlito Espisioco.



Oil Spill Containment—Seafarers graduating from the oil spill containment class on August 1 are (from left) Ralph Martin, Bill Holcombe, Robert Wooton, Mike Lanham and Jim Shaffer (instructor).



Tanker Operation/Safety—Seafarers completing the tanker operation/safety course on July 31 are (from left, kneeling) Byran Cummings (instructor), Gary Walker, Monte Pryor, Cleveland Westo Jr., Jerry Borucki, Samuel Addo, José Calix, James Keith, Barry Hamm, (second row, kneeling) Rafael Evans, Gerald Ray, Raymond Gorju, Dudley James, Sukirman Suraredjo, Amante Gumiran, William Behan, Leslie Jacobs, Gina Lightfoot, Leticia Perales, (standing) Eddy Usmany, Isabel Sabio, Joseph Emidy, James Bates, Jerry Bankston, Eddie Hall, Jack Marting, Ralph Morgan, Jose Guzman, Anthony Bonin, David Collins, Frank Martin, Louis Santiago, (last row) Karmell Crawford, James Saunders, Nathaniel Leary, Arthur Machado, Paul Nathan, Arnold Neff, Manuel Camara, Robert Gilliam, Michael Guerrin and Daniel Laitinen.

LUNDEBERG SCHOOL 1996 UPGRADING COURSE SCHEDULE

The following is the schedule for classes beginning between October and December 1996 at the Seafarers Harry Lundeberg School of Seamanship located at the Paul Hall Center for Maritime Training and Education in Piney Point, Md. All programs are geared to improve the job skills of Seafarers and to promote the American maritime industry.

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

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

Deck Upgrading Courses

Course	Start Date	Date of Completion
Able Seaman	October 14	December 13

Engine Upgrading Courses

Course	Start Date	Date of Completion
Fireman/Watertender & Oiler	October 14	December 13
Hydraulics	November 11	November 29
Power Plant Maintenance	November 4	December 13

Safety Specialty Courses

Course	Start Date	Date of Completion
Basic Firefighting	October 14	October 18
	November 18	November 22
	December 16	December 20
Advanced Firefighting	December 2	December 13
Tanker Operation/Safety	October 21 November 18	November 8 December 6
Tankerman Recertification	October 14 November 11	October 25 November 22

Inland Courses

Course	Start Date	Date of Completion
Radar Observer/Inland	(see radar courses listed under deck department)	

Additional Courses

Course	Start Date	Date of Completion
Adult Basic Education (ABE)	October 14	November 22

The Lundeberg School is presently working on its 1997 calendar of courses. As soon as the dates are finalized, the schedule will appear in upcoming issues of the Seafarers LOG.

Members with any questions regarding future courses may call the school's admissions office at (301) 994-0010.

UPGRADING APPLICATION

Name _____
(Last) (First) (Middle)
 Address _____
(Street)

(City) (State) (Zip Code)
 Telephone _____
(Area Code) (Month/Day/Year)

Deep Sea Member Lakes Member Inland Waters Member

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

Social Security # _____ Book # _____

Seniority _____ Department _____

U.S. Citizen: Yes No Home Port _____

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

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

If yes, class # _____

Have you attended any SHLSS upgrading courses? Yes No

If yes, course(s) taken _____

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

Yes No Firefighting: Yes No CPR: Yes No

Primary language spoken _____

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

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

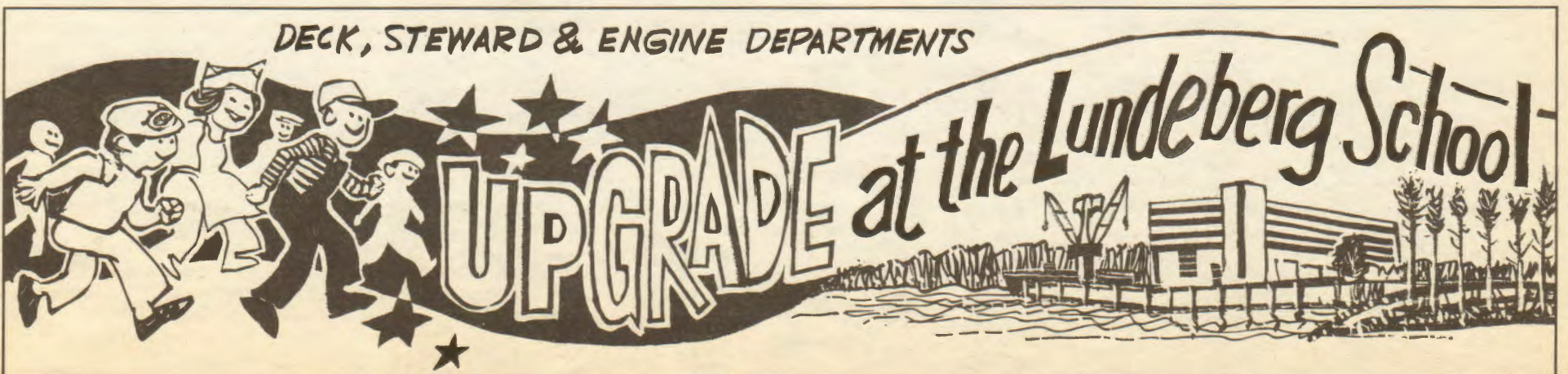
LAST VESSEL: _____ Rating: _____

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.

Date On: _____ Date Off: _____

SIGNATURE _____ DATE _____

RETURN COMPLETED APPLICATION TO: Lundeberg School of Seamanship, Admissions Office, P.O. Box 75, Piney Point, MD 20674-0075. 9/96





Seafarers Scholarships

Applications now are being accepted for the 1997 Seafarers scholarship program. See page 13 for eligibility rules and information on how to obtain an application form.

Docking large ships is all in a day's work for SIU boatmen who sail aboard McAllister Brothers tugboats on the East Coast.

Recently, however, 20 such Seafarers handled an out-of-the-ordinary docking assignment. In late July, five SIU-crewed tugs—the Philadelphia-based *Teresa McAllister*, *James McAllister*, *Eric M. McAllister*, and *Suzanne McAllister* and the Baltimore-based *America*—guided the historic ocean liner *SS United States* along the Delaware River to a berth at Philadelphia's Packer Avenue Marine Terminal. The SIU boats pushed the unmanned *United States*, the former passenger ship which once was the flagship of the American fleet, some 93 miles from the entrance of the Delaware Bay.

"There was no fanfare or festivities, but the crews were all excited about the ship coming," stated Captain Allen Baker, who sent the photos accompanying this article to the *Seafarers LOG* and who sailed aboard the *Eric M. McAllister* during the job. "It was overcast, but what I remember is seeing the ship in the distance, a few miles away. The sun was going down, and the clouds broke just enough that sun shone on the ship. The lofty, gigantic smokestacks are the first thing you see. It gave me a chill down my back, it really did. I don't think anyone thought they'd see it in the United States again." (The vessel had been docked overseas the last four years.)

Baker and Captain Steve Hardin of the *America* particularly were interested in this task. Baker is well-versed in the background of the *United States* and had seen the 990-foot ship in Norfolk, Va. almost 10 years ago, during one of his first jobs with the union; while Hardin sailed aboard the vessel when he was enrolled at the Merchant Marine Academy in Kings Point, N.Y.

"I'm not old enough to remember its glory days, but from what I've read, you can have an understanding and even a little compassion for the ship itself," noted Baker, 30.

SIU Boatmen Dock 'The Big Ship'

SS United States Returns Home



THE BIG SHIP



THE STORY OF THE S. S. UNITED STATES
BY FRANK O. BRAYNARD
PUBLISHED BY THE BRAYNARD MUSEUM NEWPORT NEWS, VA.

ABOVE: SIU-crewed tugs assist the unmanned *SS United States* along the Delaware River to a berth in Philadelphia. LEFT: Frank Braynard's book chronicles the history of the well-known vessel, once the flagship of the American fleet.

Long History

With much publicity, the *SS United States* was constructed at Newport News (Va.) Shipbuilding from 1950 to 1952. The turbine steamer's maiden voyage, from New York to England, commenced July 3, 1952, and on that trip the vessel set a transatlantic

speed record that still stands. The *United States* sailed from the Ambrose lightship, outside New York Harbor, to Bishop Rock (near Cornwall, England) in three days, 10 hours and 40 minutes (see story, this page).

Designed by the late William Francis Gibbs and his brother, Frederic, the *United States* featured 240,000 shaft horsepower

(reportedly 100,000 horsepower stronger than any other liner of that era) and four propellers. During most of its 17 years of service, it primarily served as a means of transportation, rather than as a cruise ship, for its heyday partly preceded the boom of airline travel.

In all, the vessel logged nearly 2,800,000 miles, carried more than 1 million passengers across the Atlantic and also transported another 22,800 people on cruises before laying up in Newport News in 1969, following its final voyage.

Four years later, the U.S. Maritime Administration bought the ship and moved it to Norfolk, where the vessel remained berthed for almost 20 years. Then, in 1992, the *United States* was towed to Turkey, where it underwent removal of asbestos and lead piping. It stayed idle overseas before recently being towed back to America.

Today, the vessel's engines and boilers still are in place, but otherwise the *United States* is gutted. Its owners, Marmara Marine Inc., have not announced their plans for the ship, although recent newspaper reports have speculated on a number of possible uses.

Such has been the case literally since the first day the *United States* was laid up. In his book about the vessel and its designer, "The Big Ship," author Frank Braynard wrote in 1981: "... the story of the countless plans for her reactivation will not be described here, except to say that they run the gamut from insane and even humorous to the serious and quite possible."

Rare Assignment

Regardless of the *United States'* future, Baker and his fellow boatmen took note that their brush with the 'big ship' was something out of the ordinary.

"This assignment was a surprise to all of us," he recalled. "The ship was a novelty for most of the guys, but they all seemed interested in it. It's something to see, even when it's not under way."

Baker's fellow crewmembers, including Mate John Toomey and Deckhand George Lord, enjoyed the benefit of his familiarity with the liner's history, which Baker shared during parts of the docking assignment. Much of that knowledge came from reading Braynard's book in 1986.

"While we were there, I thought about all the people who had traveled back and forth on that ship, all the immigrants, all the rich and famous people," Baker added. "Yet here it was with not one person on board."

In the long run, though, the Seafarers' professionalism made them primarily focus on simply doing the best possible job. "The ship had no mooring lines, so everything was brought from shore," Baker concluded. "But it wasn't difficult. We got her up to Philadelphia, tied her up, and that was about it."

"With 20 SIU men employed on this job, I knew we would have no problem getting the job done. We've got good people on these boats."

Seafarers aboard five McAllister Brothers tugboats based in Philadelphia and Baltimore push the famous ship near the Walt Whitman Bridge. Twenty Seafarers were involved in the job.



How Fast?

No one apparently questions that the *SS United States* holds the transatlantic speed record, established on its maiden voyage 44 years ago. The ship sailed from New York to England in three days, 10 hours and 40 minutes.

But determining the liner's top speed proved difficult for many years. The U.S. government did not reveal the vessel's design secrets until 16 years after it was built—and even then, the *United States'* top speed was inaccurately reported.

In "The Big Ship," a thoroughly detailed book about the vessel, author Frank Braynard noted that a 1968 *New York Times* article about the *United States* stated, "without any particular attribution, that the ship 'could make 42 knots, or better than 48 land-miles an hour.'" Amazingly, other newspapers as well as maritime magazines subsequently mentioned the 42-knot top speed, "having picked it up without attribution from the *Times* piece," Braynard wrote.

"The whole world accepted these statements and the 42-knot speed was repeated in other places and even in books about the sea. It would come as quite a shock ten years later when John Kane's technical paper on the speed and power of the superliner... disclosed that her best speed had been 38.32 knots," Braynard wrote.